

China ^{The} Mail

ESTABLISHED
1845

TO-DAY'S DOLLAR. — The closing rate of the dollar on demand, to-day was 1/10 11/16.

No. 27,300 HONG KONG, THURSDAY, OCTOBER 3, 1929.

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Our careful and up to date examination with modern equipment by fully qualified European optometrist, will diagnose your eyesight troubles. Make an appointment to-day.

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RAILWAY IN CHINA

**MR. SUN FO DISCUSSES THE
CANTON-HANKOW LINE**

ECONOMIC FEATURES

Canton, Yesterday.
Minister Sun Fo, in company with Madame Sun, General Wu Teh-shen, Mr. Cheng Chi-hsiang, Mr. Lu Luk-chui and others, arrived by the gunboat "Chung Yung" yesterday afternoon.

In an interview, our correspondent was informed by Minister Sun that the object of his visit to Canton was to see the President of the Republic.



President Hoover

various projected lines, and studying the economic features and

tion and the country through which the Hines would eventually travel, is being carried out.

Mr. Sun was glad to say the preliminary work has now begun at the western terminus of the Lunghai Railway, to extend the line to Tung-Kwang in Shansi Province. The funds for this work have been secured from the Russian

Boxer Indemnity, and the work is being pushed on as rapidly as conditions allow. — Canton News

Agency.

LABOUR'S UTOPIA

**NEW ERA FOR HUMANITY
SAYS HENDERSON**

WORLD DISARMAMENT

London, Yesterday.

A very enthusiastic reception was accorded to Mr. Arthur Henderson

when addressing the Labour Party conference at Brighton.

Reviewing the Government's international accomplishments in Palestine, Iraq, Russia and at The Hague and Geneva conferences, and the Anglo-American disarmament discussions paving the way to a

general world disarmament confer-



Mr. Arthur Henderson

Mr. Arthur Henderson
ence—which he hoped would open a new era for humanity—Mr. Henderson said that steps had been taken to prepare the draft of an Anglo-Iraq treaty on the lines of the Anglo-Egyptian treaty.

Britain and Russia
Mr. Henderson said he believed that after the Anglo-Russian diplomatic relations had been renewed an agreement would be reached bringing the two countries closer together than they had been for many years.—*Reuter*.

Miss E. Morley, of St. Thomas's street, Scarborough, identified the watch and pocket-knife found beside a man's skeleton in a gorge in Bedale Wood, near Scarborough, as belonging to her brother, who disappeared on July 11, 1923.

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TO LET.—Nine (9) Roomed Flat. Suitable for Mess or Private Boarding House. Modern sanitation. Rent very moderate. Apply Box No. 620, c/o "China Mail".

MISCELLANEOUS

YOUR VISITING CARDS neatly and promptly printed.—"China Mail" Office, No. 2A, Wyndham St. Telephone Central 22.

HOME TUITION.

WESTOVER—STEVENAGE. Within an hour from London. In healthy neighbourhood. **SCHOOL FOR GIRLS and SMALL BOYS.** A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:
MISS RUTH CULLEY
(Camb. Higher Local).
Camb. Teachers' Diploma).
MISS GERTRUDE TURNER
(National Model Higher Certificate).

**POLICE RECREATION CLUB,
Happy Valley.**

**AL FRESCO CONCERT
SATURDAY, Oct. 5th.
8.30 P.M.**

BAND of the R.O.S.B.'s by kind permission of the Officers of the Regiment.

Local Artists.

Admission \$1.00.
Trams and Buses Pass the Club.

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PRESENT. Past and Future wonderfully revealed through the system of Meditation (Yogasadhana) of the Great Yogi, Swami Premamandajee, the world famous Vedantist. Our House has remarkable references from famous quarters throughout India, Burma and Ceylon and has been known to the public for the last 12 years. Our charges are 5 questions 3 shillings; Annual Life Reading (Monthly details) 5 shillings; Weekly details 10 shillings; Complete Test Life Reading 10 shillings; Extensive Whole Life Reading (from birth to death) 20 shillings. Payable in British Post Orders only. Particulars required (Birth date, and date when writing). Prof. S. N. ROSE, E.A. Swami Premamandajee Ashram, Beadon Street (P.O. Box 11418), Calcutta.

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NOTICES.**CIVIL SERVICE CRICKET CLUB.**

AN IMPROMPTU CONCERT
will be held in the Club Grounds, Happy Valley, at 9.00 p.m. on THURSDAY, 3rd October. Members are cordially invited.

J. DEACON,
Hon. Secretary.
Hong Kong, 1st October, 1929.

HONG KONG CRICKET CLUB.**NOTICE.**

THE ANNUAL GENERAL MEETING will be held at the Pavilion on FRIDAY, the 11th October, 1929, at 5.30 p.m.

NOTICE IS HEREBY GIVEN that on FRIDAY, the 11th October, 1929, immediately after the holding of the GENERAL MEETING, a drawing for the redemption of thirty (30) Debentures will be held.

The numbers of the Debentures drawn will be published in the Hong Kong Government Gazette and the local Newspapers, and holders of drawn Debentures may, upon giving notice to the Treasurer, waive the six months' notice to which they are entitled, apply on the 31st October, 1929, to the Treasurer, Messrs. Percy Smith, Seth & Fleming, for payment of the principal and interest to the 31st October, 1929.

By Order of the Committee,
L. S. GREENHILL,
Hon. Secretary.
Hong Kong, 2nd October, 1929.

NOTICE.

ALL IMPORTERS of chemical manures or MANUFACTURERS of mixed fertilisers are hereby requested to submit every consignment of cargoes, together with the invoice and chemical analysis attached thereto, for inspection and analysis by the Bureau of Agricultural Inspection at Canton, before the cargoes are permitted to be shipped or transhipped into any part of South China, to include Kwangtung, Fukien, Kwangsi, and Yunnan Provinces.

The Bureau shall collect one per cent. ad valorem on all consignments of such cargoes thus inspected. Samples shall be taken from every shipment, if the Bureau inspectors deem it necessary, and should the analysis show that the fertiliser contains the guaranteed quantity of nutrient elements, and is free from toxic matter, certificates and inspection labels to be attached to every bag, are issued accordingly. This, however, applies only to cargoes which arrive at Canton or after the first of October 1929. For cargoes which arrived prior to this date, free labels or stencils will be furnished upon application, provided that such cargoes are inspected and passed upon by the Bureau. But all applications for free labels and stencils must be filed in with the Bureau on or before October 21, after which no applications will be accepted, and the same shall be charged one per cent. ad valorem.

Copies of (A) REGULATIONS RELATING TO AGRICULTURAL INSPECTION; (B) PROVISION REGULATIONS GOVERNING THE INSPECTION OF FERTILISERS; (C) RULES FOR THE IMPOSITION OF FINES, issued by the Ministry of Agriculture and Mining of the Republic of China, are now available.

For THE BUREAU OF AGRICULTURAL INSPECTION (CANTON), THE MINISTRY OF AGRICULTURE AND MINING.

By Order,

H. H. YAO,
Director.

October 1, 1929.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON

FRIDAY, October 4, 1929,

commencing at 6.15 p.m.

at their Sales Room,

1, Duddell Street.

A Valuable Collection of

POSTAGE STAMPS

(Particulars from Catalogue).

On View now.

Terms—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

Hong Kong, October 1, 1929.

A WARWICK SEASON**2 CLEVER DANCERS COMING TO THE COLONY****A FORMER CO-OPTIMIST**

Among the artists we are to see when the Warwick Revue Company opens for a short season at the Star Theatre on Thursday, October 10, are Barbara Weale and Guy Latham, two exceptionally clever dancers who have been creating a sensation wherever they have been.



Mr. Guy Latham

The former was for two years with the celebrated Co-Optimists. As an acrobatic dancer she is among the first in England, some of her high lifts and swings being said to be positively hair-raising. So daring are they in fact, that she has several times met with really serious accidents. A few weeks ago in Calcutta she very narrowly missed being injured for life. Guy Latham's coolness in a perilous situation alone saved her from disaster, although probably not one person in the large audience even suspected that they had been within an ace of witnessing a tragedy.



Miss Barbara Weale

Guy Latham was busily engaged at the Adelphi with Cecily Courtneidge when Edgar Warwick induced him to make the Eastern tour. He has been associated with Jack Hulbert for some time, and has played his parts on the No. 1 tours in England. Besides being a fine dancer he is also an able comedian, and he will be seen in several of the more pretentious skits in which the Warwick Company specialises.

The box plans are open at Moutrie's and the Star Theatre.

BOTANIC GARDENS**RECORD OF RAINFALL DURING SEPTEMBER, 1929**

September, 1929	Inch
1	1.46
2	.01
3	—
4	—
5	1.22
6	.01
7	—
8	—
9	.10
10	.09
11	.45
12	.04
13	.11
14	.79
15	.01
16	.02
17	—
18	—
19	.13
20	.16
21	—
22	—
23	—
24	—
25	—
26	—
27	—
28	—
29	8.63
30	1.18
Total	9.41

SPORTING GUNS AND ACCESSORIES.

GUNS.—Greener, Webley & Scotts, B.S.A., J. W. Woodham & Ralck Freres—Air Rifles—Revolvers. R. & W.—Rifle Accessories. Aperture Sights—Sporting requisites. Cartridges to suit all guns.

THE HONG KONG SPORTING ARMS & AMMUNITION STORE
1-3, Broadfield Arcade.

THE NEW MACAO**TRANSFORMATION IN HOUSING AT PORTUGUESE COLONY****SPLENDID MUNICIPAL WORK**

Almost a year has elapsed since a disastrous fire took place among the matched homes of thousands of the poorest classes at Macao, and where the burnt-out homes of these miserable people stood, there may now be seen hundreds of respectable, clean homes of bricks and stone.

The transformation has been brought about by the solicitude displayed by the Portuguese authorities at Macao. The Portuguese Government handed over the sites for the new homes, raising the level of the land by several feet, and provided for suitable drainage, and contributed the sum of \$40,000 to a fund raised for the purpose of building the new homes. Other contributions were received mainly through the efforts of Her Excellency Madame Taragnini Barbosa and a number of willing helpers among the Chinese residents of the Colony.

Refugees' Shacks.

The shacks that occupied the site before the conflagration took place had been put up mainly by Chinese refugees from districts close to Macao, victims of bandits and Red persecution for some years. To their numbers were added many more similar refugees who had lost their homes in a fire which had broken out some years previously on the slopes of a hill behind the ruins of St. Paul's Church, and others who had to be removed when it became necessary to fill in the land on which the Macao Race Course stands to-day.

In this manner thousands of poor Chinese people were huddled together in makeshift built by themselves or by charitable institutions. All that the authorities could do was to maintain some semblance of order among the huts and make some attempt at cleaning the place. The situation was always a difficult problem and the authorities were loth to take any drastic steps, out of consideration for the poor condition of the people residing on this extensive piece of land. The site was close to the Barrier-Gate at Macao, on ground reclaimed from the sea in connection with the Macao Port Works developments in the Inner Harbour.

On October 8, 1928, through the carelessness of an old woman, while carrying out devotions before a shrine, a hut was set on fire. The flames spread rapidly among the loosely and irregularly built hovels, and in less than an hour almost one thousand homes were completely destroyed. The various charitable institutions of the colony of Macao did all within their power to relieve the distress of the victims of the conflagration, the Government contributing liberally towards relief work.

New Stone Houses

A few days later a meeting was held at the instance of Her Excellency Madame Barbosa at Government House, when the whole Colony was invited to co-operate in the building of a sufficient number of brick and stone houses in the same place. The Government of the Colony undertook to provide the land and raise it to a suitable level, and make the proper arrangements for sanitary services, and also contributed \$40,000 towards the new building, in addition to the relief works that were necessary immediately after the conflagration. Since then construction has proceeded as rapidly as possible, and at the present time accommodation in comfortable homes has been provided for all those who have applied for help.

Not long ago a pretty ceremony took place at the site of the fire and the Chinese community presented to His Excellency the Acting Governor of the Colony, Dr. Joao de Magalhaes, their thanks to the Portuguese authorities for Portuguese solicitude. The Chinese consider this act of generosity on the part of the Portuguese to be an excellent example of the Portuguese friendship for China that has prevailed for almost 400 years.



What is believed to be a new record for continuous play was made in Syracuse, N.Y., recently, when Francis "Red" Jones, 17-year-old professional of the Drumlins Club, shot 178 holes from dawn to dusk. The previous known mark was 165.

TO-DAY'S RADIO**BROADCAST BY Z.B.W. ON 350 METRES**

The following programme will be broadcast to-day from the Government Broadcasting Station Z.B.W. on 350 metres:—

5-7 p.m.—General Programme. (Victor & H.M.V. Records supplied through the courtesy of S. Moutrie & Co., Ltd.).
"Five o'clock Girl" (Ruby),
Selection,
"Love Lies" (Mayer), Selection,
New Mayfair Orchestra.

"Introduction and Allegro for Harp with Strings and Woodwind Accompaniment" (Ravel).
"Novelette—No. 3" (Bridge),
Virtuoso String Quartet.

"I'll Sing The Songs of Araby",
"Sigh No More Ladies", Tenor,
Derek Oldham.

"The Daughter of the Regiment",
Overture... Members of La Scala Opera House, Milan.

"Frasquita Serenade",
"Kreisler Serenade", Violin Solo,
Fritz Kreisler.

"Midsummer Night's Dream",
(Mendelssohn, Op. 21),
Overture,
Scherzo.

Neutrons,
Wedding March,
San Francisco Symphony
Orch. under the direction
of Alfred Hertz.

"Rosamunde-Entr'Acte" (Schubert),
San Francisco Symphony
Orchestra.

"Indian Love Call",
"Deep in My Heart, Dear",
Violin Solo... Fritz Kreisler.

"Walkure-Ride of the Valkyries",
"Rheingold-Prelude" (Wagner),
Albert Coates & Symphony
Orchestra.

"Is It British?",
"I Think of You",
Humorous Talking, Norman Long.

"Trio in G Major" (Haydn),
1st Movement—Andante,
2nd Movement—Poco adagio cantabile.

3rd Movement—Rondo all'ingarese (Presto).
Alfred Cortot-Jacques Thibaud-Fabio Casals.

"Serenade" (Schubert),
"Serenade" (Toselli),
Victor Salon Orchestra.

"Blossoms of Oranges",
(Opening Chorus),
"Let Us Sing Our Lord's Wondrous Story" (Baptist Chorus) from
"Cavalleria Rusticana",
Metropolitan Opera Chorus
with Orchestra.

7.48 p.m.—Evening weather report.

9 p.m.—Evening Programme of Chinese Music. (Records supplied through the courtesy of Sincere Co., Ltd.).

10.30 p.m.—Close Down.



We are now showing our new stocks of
GENTLEMEN'S HATS
in all the latest styles and well known makes.

"BATTERSBY"
"J.T. HARDEMAN"
"G. CAMBIAGHI"
"STETSON"
"G.B. BORSALINO fu LAZARO & CA"
"GAUNTIC"

THE BAKILLY CO., LTD.

153-155 Des Voeux Road Central.

Free At Last From Malaria

Dr. Williams' Pink Pills

Rescue Another Sufferer In Ceylon

Efficacious thought it is for the relief of malaria, quinine loses its helpful value in time, and when taken in large doses becomes positively harmful. Such is not the case with Dr. Williams' Pink Pills—the tonic remedy—because their action is never anything but beneficial.

The reason why Dr. Williams' Pink Pills have cured great numbers of malaria sufferers, as is proved by abundant evidence, is because they rapidly purify and enrich the blood stream, and the germs of malaria cannot live in the rich red blood they create. The case of Mr. E. P. Nathaniel, of 25, Elle House Road, Mutwal, Colombo, is but one example out of the many cures recorded as having been accomplished in this way:—



Mr. E. P. Nathaniel

"In 1920 I contracted malaria," states Mr. Nathaniel, "and in spite of all the different medicines tried, I could not get the fever out of my system. I had aches and pains all over my body and was often confined to bed. For two whole years I remained in this condition.

"One day, reading of Dr. Williams' Pink Pills as a cure for malaria, I decided to try them. Even after the first bottle some improvement was noticeable, and as I continued with the treatment the aches and pains decreased, my appetite revived and I slept well. Soon I found myself restored to complete health, thanks to Dr. Williams' Pink Pills which drove the malaria out of my system."

Dr. Williams' Pink Pills for Pale People, the world's most famous Blood and Nerve Tonic, are obtainable from chemists everywhere, price \$1.50 per bottle, \$8 for 6 bottles.

NOTICE TO SHIPOWNERS, MASTERS & AGENTS.

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K.661—No. 2, Saigon Street, Yaumati or
C.2560—No. 36, Tung Man Street.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH CO., LTD., OF DENMARK

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—

Hike, from Shanghai.

Buckwheat, from Kobe.

Ramsay, from Yokohama.

E. V. JESSEN, Superintendent.

THE EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO., LTD.

The following unclaimed telegrams are lying at the E. E. Telegraph Co. office, Hong Kong:—
Marian, from San Francisco.
Rampal Haurbar, from Benares.

S. LACK, Superintendent.

Hong Kong, 26th Sept., 1929.

NEW Season SALE

NOW ON

GREAT BARGAINS — GIGANTIC REDUCTIONS

KASHMIR SILK STORE

Opposite Queen's Theatre.

DODWELL & COMPANY, LTD.

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FOR BRINDISI, VENICE AND TRIESTE (FIUME)
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK
SEA AND DANUBE PORTS.
REDUCED PASSAGE RATES.BRINDISI, VENICE & TRIESTE... \$75.0.0.
LONDON... \$23.0.0.**NEXT SAILINGS.**

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.

From Hong Kong.
S.S. "ROSANDRA" Sails on or about 4th October.
M.V. "ROMOLO" Sails on or about 29th October.
S.S. "VENEZIA" Sails on or about 7th November.**HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.**From Hong Kong.
S.S. "DUCHESSA D'AOSTA" Sails on or about 5th October.
M.V. "ESQUILINO" Sails on or about 15th October.
S.S. "ROSANDRA" Sails on or about 2nd November.
M.V. "ROMOLO" Sails on or about 30th November.**NATAL LINE OF STEAMERS**FROM CALCUTTA & COLOMBO TO
SOUTH AFRICAN PORTS.S.S. "UMZUMBI" Sails from Calcutta 3rd Nov.
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LTD., Agents.
Telephone Central 1030.**N.Y.K. LINE**REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING
FROM \$82 TO \$120 ON SALE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
TAIYO MARU... Wednesday, 16th October.
TENYO MARU... Wednesday, 30th October.
SEATTLE, VICTORIA via Shanghai & Japan Ports.
TOYAMA MARU... Monday, 7th October.
MISHIMA MARU... Monday, 21st October.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via
Singapore, Penang, Colombo, Suez.
HARUNA MARU (Calls Hull)... Saturday, 5th October.
KAMO MARU... Saturday, 19th October.
SYDNEY & MELBOURNE via Manila & Ports.
AKI MARU... Wednesday, 23rd October.
KAGA MARU... Wednesday, 20th November.
BOMBAY via Singapore, Penang, & Colombo.
AWA MARU... Monday, 14th October.
NAGATO MARU... Sunday, 27th October.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.
GINYO MARU... Tuesday, 29th October.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
HAKATA MARU... Wednesday, 23rd October.
NEW YORK, BOSTON via Panama.
LISBON MARU... Thursday, 10th October.
LIVERPOOL via Port Said, Constantinople, Genoa.
LIMA MARU... Saturday, 12th October.
CALCUTTA via Singapore, Penang & Rangoon.
GENOA MARU... Wednesday, 9th October.
RANGOON MARU... Wednesday, 18th October.
SHANGHAI, KOBE & YOKOHAMA.
KASHIMA MARU... Monday, 14th October.
KAGA MARU (Nagasaki direct)... Tuesday, 15th October.
WAKASA MARU (Molli direct)... Wednesday, 16th October.
+ Cargo, only.

Reduced 1st Class Excursion Rates quoted between Manila and Australia.
For further information apply to—**NIPPON YUSEN KAISHA**
Tel. Central No. 292, 3897 and 3821. (Private exchange to all departments.)**O. S. K.**

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore
Colombo, Suez and Port Said.
ALASKA MARU... Wednesday, 9th October.
AMUR MARU... Wednesday, 9th November.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,
Colombo, Durban & Cape Town.
LA PLATA MARU... Friday, 4th October.
SANTOS MARU... Friday, 1st November.
BOMBAY—Via Singapore & Colombo.
CHIFUKU MARU... Saturday, 5th October.
SHUNKO MARU... Saturday, 19th October.
(Calls at Karachi).
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR
& MOZAMBIQUE—Via Singapore & Colombo.
PANAMA MARU... Sunday, 27th October.
CALCUTTA—Via Singapore, Penang & Rangoon.
TACOMA MARU... Thursday, 3rd October.
BORNEO MARU... Friday, 18th October.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from
Shanghai.
PARIS MARU (From Shanghai)... Tuesday, 15th October.
MELBOURNE—Via Manila, Brisbane & Sydney.
BURMA MARU... Saturday, 4th October.
HONG KONG—Via Hanoi & Peking.
NEW YORK—Via Japan ports, San Francisco & Panama.
JAPAN PORTS.
NITTO MARU (Via Keelung)... Thursday, 3rd October.
KASADO MARU... Thursday, 3rd October.
ANDES MARU... Thursday, 10th October.
KEELUNG—Via Fuzhou & Amoy.
HOZAN MARU... Sunday, 6th October, Noon.
CANTON MARU... Sunday, 13th October, Noon.
TAKAO—Via SWATOW & AMOY.
DELA MARU... Thursday, 10th October, 10 A.M.
TAKAO & KEELUNG.
KAZAVIA MARU... Sunday, 15th October.
For particulars please apply to—**OSAKA BRESEN KAISHA**
No. 10, Canton Road, HONG KONG.

**SHIPPING SECTION.****NEW LAUNCH**LUXURY VESSEL FOR SANITARY
DEPARTMENT

BY W. S. BAILEY & CO.

On September 26 the new teak-wood steam launch "S.D.3" built for the Sanitary Department of Hong Kong Government for towing work, carried out a series of successful trials in Kowloon Bay. Four runs were made over the course, an average speed of over 10 knots being easily maintained against the contract speed of 9½ knots only. Turning trials were also carried out, the vessel showing remarkably easy steering properties and great stability.

The officials aboard expressed entire satisfaction with the performance of the new vessel, and the "S.D.3" was handed over to the Government on September 30.

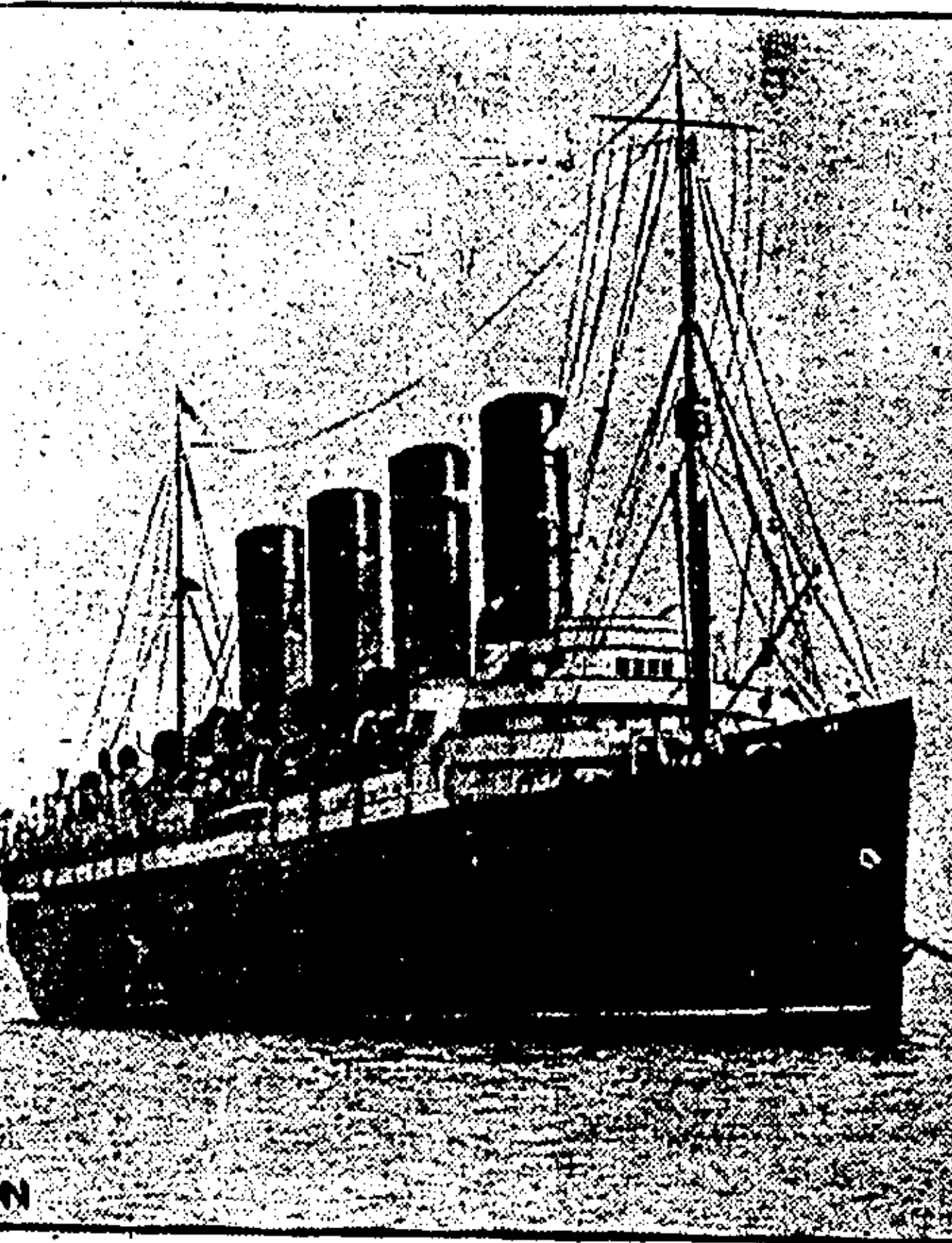
The new vessel is very similar to the old "S.D.3" recently wrecked.

SAILING SHIPSGANGES FOR AFRICAN COAST
WORK

A LUCRATIVE BUSINESS.

In the old days of sail many of "Jimmy" Nourse's ships had most interesting histories after they left his fleet, but now that they are a branch of the P. and O. group, when they are paid off they generally go to the scrapheap. An exception is the "Ganges," which looks to have a most interesting career before her.

She was their second steamer, built by Messrs. Connell, of Glasgow, in 1906, two years after they had decided to go in for steam after making a great reputation for themselves as sailing ship owners on the Indian trade. She had a gross tonnage of 3,175 and a maximum speed of about twelve knots, being specially designed for carrying large numbers of Indian workers to the West Indies and home again when their period of service was over. In this she followed the lead of



Flying through the waves of the broad Atlantic the 21-year-old "Mauretania" logged more miles per day than she had ever made before. Thoroughly overhauled, at cost of \$500,000 she has more speed than when she carried the blue flag, symbolising the speed record for the Atlantic crossing, recently taken away by the new German liner "Bremen."

off Capsicum, her principal dimensions being 70' 0" overall x 16' 8" beam x 9' 0" depth moulded. The hull planking is of best quality teak, and the frame, keelsons, stringers and beams of specially selected yew. Three steel bulkheads divide the vessel into four compartments, the fore peak being used as a chain locker and store with a crew space for the sailors immediately abaft same.

The machinery is installed in the 'midship' compartment, and abaft this is another crew space for the use of the firemen. Feed water is carried in a built tank forward of the stokehold and of 6 tons capacity, while the bunkers on each side of the boiler have a capacity of six tons of coal.

Panelled Cabin. The steel deckhouse on fore deck contains a cabin panelled in teak-wood with one settee bed and a folding table and wash basin; while abaft this cabin is the galley, and separate rooms for lavatory and lamp storage. Extra-large steel casings are built over the Engines and Boiler, giving ample light and air to the machinery space. Steering is controlled from the Bridge over Deckhouse, and is of the usual geared type.

Abaft the Bridge is a sparred platform carrying a working dinghy fitted complete with davits, etc., for rapid lowering. The crew spaces are fitted up with bunks, lockers, tables and forms of the usual type. Anchors are operated by a strong built hand windlass fitted forward, and an anchor davit is supplied to lift the anchors inboard as required.

Towing. The towing arrangements are very efficient, and, in addition to heavy bollards, four single towing posts and one double towing post are fitted on deck while the towing hook, attached to after end of boiler casing is of extra heavy design.

The main propelling machinery consists of one set of vertical compound surface condensing screw Engines having cylinders 12" and 24" x 17" stroke. The air, main feed, circulating, and bilge pumps are operated by levers from the H.P. crosshead. An independent general service donkey pump is fitted for auxiliary feeding and with connections to bilge.

The boiler is of the cylindrical horizontal marine return tube type having two plain furnaces fitted with Gourley's patent withdrawable ends, and burning coal under natural draught at a working pressure of 180 lbs.

MOVEMENTS OF STEAMER

The "E. A. S. 'Araucaria'" left Manila for this port on October 2, p.m. with the outward Australian Mail, and is due here on October 5, a.m.

CONSIGNEES' NOTICE

Consignees of cargo at "Rosandra" are reminded to take delivery of their goods which will be subject to rent after October 9.

NAVIGATIONPROJECT TO DEEPEN THE ST.
LAWRENCE

U.S. CRITICISM

Destructive criticism of the extensive international project to deepen the St. Lawrence to allow ocean-going vessels to reach the Great Lakes, and to develop hydro-electric power by the construction of barrages, is contained in a book issued by the Institute of Economics of the Brookings Institution of Washington. This book, entitled "The St. Lawrence Navigation and Power Project," after a close study of the scheme, sets forth the conclusion that from the standpoint of the shipowner, the taxpayer and the public, the project is neither economically sound or feasible.

The cost of the scheme is roughly estimated at \$1,000,000,000 (\$200,000,000) of which \$814,000,000 (\$122,800,000) is attributable to navigation and \$985,000,000 (\$77,000,000) to power development. These figures are much in excess of previous estimates. Annual overhead charges assignable to the navigation side of the accounts are estimated on the most conservative basis at \$35,000,000 (\$7,000,000).

It is found that a channel 33 ft. deep would be required in place of the 27 ft. channel hitherto suggested. As to whether the highest type of shipping would be attracted to the route the book is decidedly sceptical. Analyses are given of the chief items of potential traffic, such as grain and flour, lumber, pulp and paper, coal, petroleum, fertilisers, machinery, motor vehicles, food products, and basic raw materials.

The final estimate is that 10,500,000 short tons of traffic might use the waterway, assuming that it were brought to completion in the year 1940. Of this total, 60 per cent. represents grain, of which two-thirds would be of Canadian origin.

Relating traffic to annual overhead charges, a cost per ton of traffic is found which exceeds the likely average of transportation charges. The navigation project is therefore declared unable to meet the test of economic soundness. Much has been said about the value of the waterway as a potential reserve of transportation capacity and as a regulator of railroad rates. The authors contend that neither in the United States nor in Canada is there found to be need for constructing the waterway for such purposes.

The power phases of the project are treated in a report by the engineering firm of Sanderson and Porter. The Institute of Economics finds that it would be impossible to market St. Lawrence power in large distant communities in the United States in competition with power from other sources. Also there are not at present either in the United States or the Canadian side of the river, industries of a kind and magnitude able to absorb the great amounts of power which would be available. Therefore, it concludes, its exploitation at present would be premature.

ON "MISHIMA MARU"RETURN TO COLONY OF WELL
KNOWN RESIDENT

The N.Y.K. s.s. "Mishima Maru" arrived early this morning from Victoria, B.C., and Seattle, and Mrs. Nell Jenkin, wife of Mr. F. C. Jenkin, the well-known barrister-at-law, returned from Seattle accompanied by her two daughters, Miss M. Jenkin and Miss B. Jenkin. Also arrived from the above ports were Major Williams M. Miller, Mrs. J. Miller, Mrs. N. M. Miller, Miss H. L. Utting, Mr. Howard V. Carter, Mrs. E. M. Carter, Mr. Louis A. Walter, Mrs. J. Irwin, Miss B. Irwin, Miss Helen A. Macdonald, Miss J. Warnick, Dr. and Mrs. M. M. Ehalo, and two children.

Miss Betty Balfour, the British film actress, who recently underwent an operation in a nursing home, has returned to her home at Elstree, Hertfordshire.

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S.S. "TAI HING"

[1,068 tons—Capt. Trotter.]

OCTOBER

THURS. 3rd SAT. 19th

TUES. 8th THURS. 24th

MON. 14th TUES. 29th

S.S. "TAI MING"

[649 tons—Capt. G. J. Spink.]

OCTOBER

SUN. 6th MON. 21st

FRI. 11th SUN. 27th

WED. 16th

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S. S.	Tons	From Hong Kong About	Destination
KARMALA	9,128	12th Oct.	Marseilles, London, Hull, Rotterdam & Antwerp.
MIRZAPUR	6,715	17th Oct.	Straits, Colombo & Bombay.
ITALYAN	5,144	23rd Oct.	Marseilles, London, Hull, Rotterdam & Antwerp.
NAGORE	5,293	2nd Nov.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
MACEDONIA	11,120	9th Nov.	Bombay, Marseilles & London.
KIDDERPORE	5,333	14th Nov.	Straits, Colombo & Bombay.
KASHGAR	9,905	23rd Nov.	Marseilles, London, Hull, Rotterdam & Antwerp.

* Cargo only. † Calls Casa Blanca. ‡ Calls Karachi.

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BRITISH INDIA-APCAR SAILINGS.

TILAWA	10,006	12th Oct.	Singapore, Penang & Calcutta.
TALAMBA	3,013	24th Oct.	Singapore, Penang & Calcutta.
TAKADA	6,949	6th Nov.	Singapore, Penang & Calcutta.
SHIRALA	7,841	18th Nov.	Singapore, Penang & Calcutta.
TALMA	10,000	18th Nov.	Singapore, Penang & Calcutta.
TILAWA	10,006	8th Dec.	Singapore, Penang & Calcutta.
		17th Dec.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

*ST. ALBANS	4,500	4th Oct. 4 p.m.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
NELLORE	6,853	1st Nov.	
TANDA	6,956	29th Nov.	
*ST. ALBANS	4,500	19th Dec.	
NELLORE	6,853	31st Jan.	

* Calls Port Holland.

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The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

ARAFURA	6,000	6th Oct. 6 a.m.	Moji, Kobe, Osaka & Yokohama.
*DELTA	8,007	7th Oct.	Shanghai, Moji, Kobe & Yokohama.
TAKADA	6,949	12th Oct.	Shanghai, Moji, Kobe & Yokohama.
MACEDONIA	11,120	12th Oct.	Shanghai, Moji, Kobe & Yokohama.
*KIDDERPORE	5,334	15th Oct.	Shanghai, Moji, Kobe.
SHIRALA	7,841	19th Oct.	Amoy, Moji, Kobe & Osaka.
*BELTANA	9,005	23rd Oct.	Shanghai, Moji, Kobe & Yokohama.
KASHGAR	10,000	23rd Oct.	Amoy, Moji, Kobe & Yokohama.
TALMA	10,000	23rd Oct.	Amoy, Moji, Kobe & Yokohama.
TANDA	6,956	5th Nov.	Shanghai, Moji, Kobe & Yokohama.
RAWALPINDI	18,619	9th Nov.	Shanghai, Moji, Kobe & Yokohama.
*LAHORE	5,304	11th Nov.	Shanghai, Moji, Kobe & Yokohama.
*ALIPORE	5,273	12th Nov.	Moji & Kobe.

* Cargo only.

All dates are approximate and subject to alteration without notice.

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SOUND SIGNALS

"FOG BUSINESS RATHER A
BOGEY"

A SUGGESTED CODE

An extremely interesting discussion followed the reading of a paper on "Sound Signals in Fog" at a recent meeting of the Southampton Master Mariners' Club, over which Captain S. N. Braithwaite, M.B.E., the "Captain," presided. The paper was contributed by Captain P. W. Holt, M.B.E., of the Cross Channel service.

In prefacing his paper, Captain Holt referred to a former discussion on how ships might best indicate their course when in fog, and pointed out that whilst on that occasion wireless had been advanced as the most practicable means it did not entirely eliminate the possibility of danger, for the reason that ships not

on the other waterways round the coast of Britain for the reason that in each instance the principal traffic was bound either up and down or across. Cross-Channel passages were being made in increasing numbers by the large liners between the ports of Southampton and Havre and Cherbourg, and the regular Channel steamers, which were also growing in size and passenger carrying capacity, were crossing at all hours of the day and night. The problem remained, how could they let each other know, quickly and easily, whether they could reach each, and the direction in which they were bound, for if that were only possible the greatest risks of collision would be greatly reduced. He (the writer) believed it would be possible to adopt some system that would make matters easier and safer, although it is essential that the signals to be used should be simple. It would, for instance, be useless to build up an elaborate system of signalling which it would take a long time for the

ber, and he was of opinion that four would be sufficient. One might operate, for instance, from the north to the east quadrant, another from the east to south quadrant, and so on. In each case, however, the signal given should be very distinctive, so that even if a note was missed there should be no danger of confusion.

Captain J. E. Pardee-Matthews said that the weak point in the suggestion was, in his opinion, the problem of making the signals with a lanyard whistle. He thought it would be well nigh impossible to do so accurately, although with a whistle operated by an electric button accuracy might be expected. Captain R. I. T. McEwan said he could not help thinking that the fog business was rather a bogey to the average merchant seaman. He asked them to recall how many voyages they had been able to make from Australia or round the Horn without having had to alter their helm once to get out of the way of anything. He thought the actual elements which brought about collisions in fog were exceedingly rare, and whilst admitting that there was always a certain amount of risk, he had yet to be convinced that the risk was greater in fog than in clear weather.

RUSSIAN TONNAGE

SOVIET AND THE EASTERN
TRADE

U.S.S.R. BALETIC YARD

The news that the Soviet Government has gone to their own Baltic yard for four 6,000-ton steamers for service between Vladivostok and Siberia shows how they are paying particular attention to the Eastern trade. Four ships of 6,000 tons apiece means a very tolerably good carrying capacity, even on a service where terminal delays are likely to be the rule rather than the exception. Presumably they are to take over the work formerly done by the Russian Volunteer Fleet in the East, that fleet having long been nationalised by the Moscow Government. Yet before the war that association was quite willing to carry out its Eastern work, including the regular Shanghai service, with very much smaller tonnage. Right up to the war they were one of two survivors of a long past quartet of old ships which were very interesting from a naval architect's or engineer's point of view, but which could scarcely be claimed to maintain an up-to-date service. Apart from these there were the three excellent little steamers which the Schichau yard at Danzig built for the "Volunteer Fleet" in 1909, "Orel," "Poltava" and "Risan." They had a gross tonnage of 5,425 and a speed of 16 knots with a single-screw at their best, a best which they seldom attained under Russian engineers. The "Risan" was captured by the Germans at the outbreak of war and converted into a raider, but she did not little before she interned herself in an American Colonial port. The "Orel" is now operating on the Newfoundland coast. They were very interesting little ships, but not to be compared in size with the new tonnage which the Russian Government is paying to build. The new ships are still in the building, but they are quite reasonable passenger accommodation in the Soviet Government's effort to colonise its northern territories, which are so rich in possibilities, but which have been so sadly neglected in the past.

AMBITIOUS APPRENTICE

The following letter has recently been received at Headquarters of the Imperial Merchant Service Guild from an enterprising youth on the Gold Coast:—"I have the honour most respectfully to submit to my humble application for the situation of an apprentice engineer or cadet in your establishment. I am also to inform you that I was educated at the U.N.A. School, Lagos, and am eighteen years of age. The embarkment for my course is due to financial help. Anyhow, I hope to succeed in your favour. I have no part in your part will be a source of long dreary lamentation and murmur to me. I will be very thankful if anything possible is being done to assist me in this matter. And shall endeavour to obey the laws of article and to perform any duty or duties allotted to my care to your utmost contentment. Awaiting to receive your chronicle at the earliest possible moment so that I may know my present standing."

Danger of Confusion
Captain J. H. A. Smith, opening the discussion, said he thought the suggestion was admirable, although it would have to become part of the international rule of the road, regulations before it could possibly operate for the good of navigation. The danger of confusion when a number of vessels were signalling their course, might possibly arise, but it was seldom that more than two or three would be blowing at one time.

Captain C. P. S. Pearce said that certain foreign ships entering Southampton had recently been installed with special whistles for signalling in fog, and for that purpose he was very grateful to the suggestion in Captain Holt's paper, he thought it was very useful, and one which would prove of value in the Channel.

Captain W. V. J. Clarke, D.S.C., said he was thoroughly in agreement with the suggestion, and was of the opinion that good would result from ships being able to give their speed and course. At the same time, multiplicity of signals in fog might cause more danger than they avoided. It must also be taken into account that sound in fog was very capricious, and in the event of a letter being missed the whole character of the signal might be changed. For that reason he was of opinion that if direction signals in fog were practicable then they should be reduced to the least possible number.

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No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 9th inst. will be subject to rent. All claims against the vessel must be presented to the undersigned before the 19th inst. or they will not be recognized.

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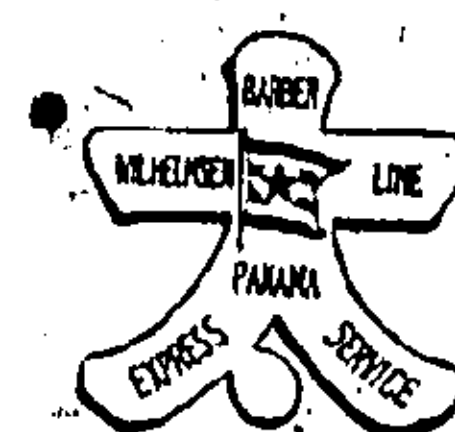
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CHANGTE	10th December	17th December
TAIPING	10th January, 1930	17th January, 1930

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CRESSINGTON COURT

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A NEW MOTORSHIP

The Northumberland Shipbuilding Company is making excellent progress towards the completion of the new Court liner "Cressington Court," with her sister the "Aldington Court," noteworthy as being the first motorships which this cargo company has built. The previous "Cressington Court" is still in use under another name, and she also was quite a noteworthy cargo carrier of her time, although the difference between her deadweight capacity of 7,400 tons and the 9,200 tons of the new ship is an interesting commentary on the progress that the Court Line has made in twenty-one years. The "Cressington Court" was a single-screw steamer built by Messrs. Richardson, Duck and Co., her owners at that time being registered as the Cressington Steamship Company. Her gross tonnage was 5,380, and her speed nine knots; she proved herself a successful cargo steamer mostly on the River Plate trade. During the war she was employed as a collier, supply ship, and wheat carrier, and came through unscathed, being sold to the Sutherland Steamship Company, of Newcastle, while she was still in Government employment. In 1921 they sold her to Richard Son and Tully, who re-named her "Roxburgh," until in 1925 they sold her to owners in Chile, who first re-named her "Fatani" and later "Fatani Carras."

Mr. Howard Gillette, chief American sea scout, and Mr. Daniel Beard, the veteran American scout, returned to New York from the Jamboree in the Cunard liner "Berengaria," which sailed from Southampton recently.

HONG KONG TIDE

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of the tidal observations, taken at the Kowloon tidal observatory under the direction of Dr. Doherty during the years 1887, 1888 and 1889.

The times and heights are given for Kowloon; but they may be used for the Victoria Naval Yard and Aberdeen, the differences being very small.

The times of high and low-water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

October 3 to 9, 1929.

DATE	HIGH WATER		LOW WATER	
	Standard Times	Ht.	Standard Times	Ht.
Thurs 3	m. 9.42	7.2	m. 3.9	2.6
Fri 4	9.59	6.5	3.45	2.3
Sat 5	10.35	6.6	3.63	2.5
Sun 6	10.19	6.6	4.16	2.7
Mon 7	10.12	6.3	4.38	2.0
Tues 8	10.37	6.8	4.41	1.1
Wed 9	10.18	6.7	5.60	2.6
Thurs 10	10.55	6.9	5.2	2.5
Fri 11	11.15	7.0	6.19	3.9
Sat 12	11.50	6.5	7.1	2.4
Sun 13	11.44	6.9	6.38	4.3
Mon 14	No inferior	H.	no 6.18	2.7
Tues 15	No inferior	H.	no 6.18	1.7

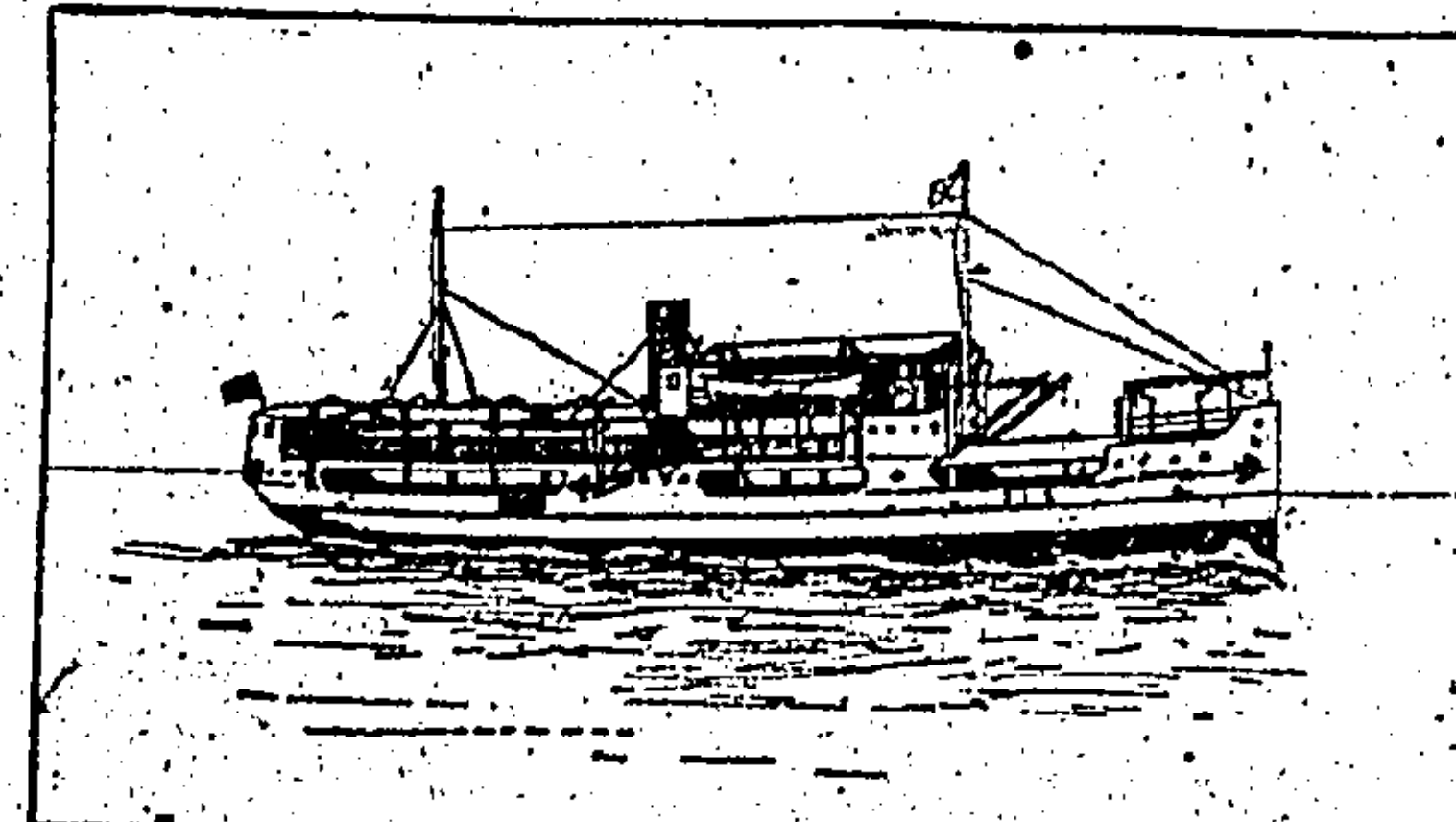
At an inquest at Douglas, Isle of Man, on Frank Moore, aged 17, of Mickleton-street, Coventry, whose body was recovered from the sea on open verdict was returned.

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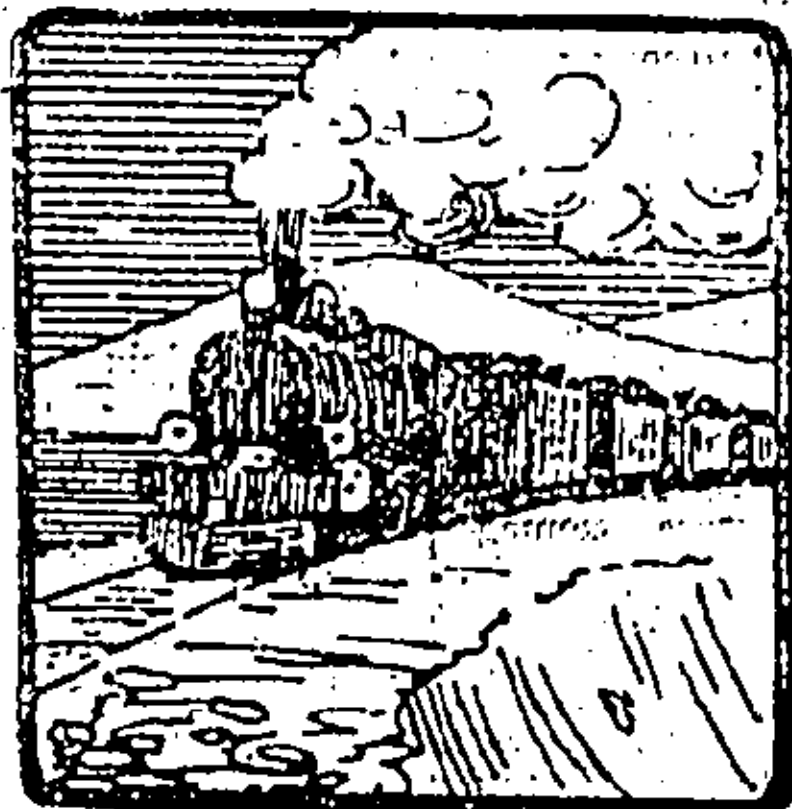
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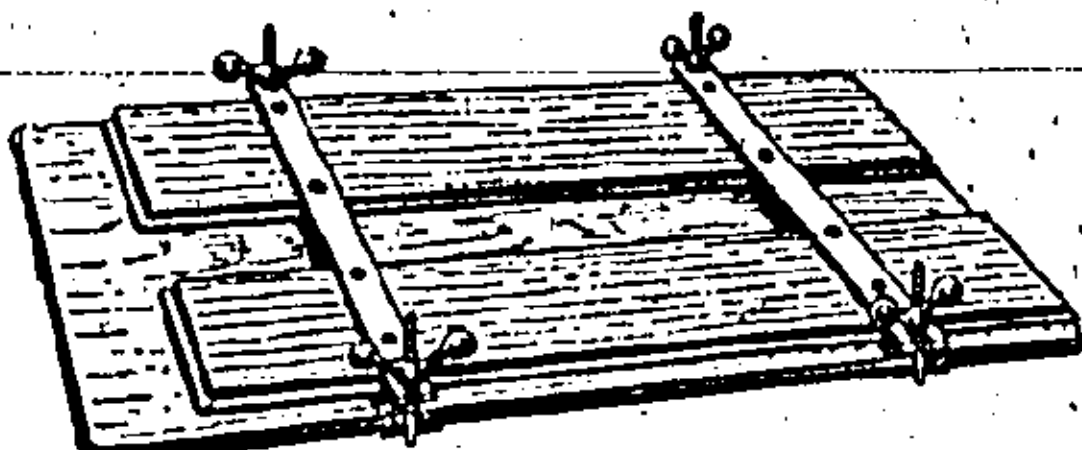
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Hong Kong, Thursday, Oct. 3, 1929.

OUR RADIO EXPERT

It is so seldom that a Govern-
ment servant has the courage to
champion the errors of his
Department in the Press, that we
are inclined to be indulgent with
Mr. L. H. King, the Government
Engineer, for his appearance in
our correspondence columns on
Tuesday.

We must express ourselves
surprised that he, instead of the
Chairman of the Broadcasting
Committee, should have assumed
the responsibility. Some over-
conscientious ratepayers may
even consider that it is improper
for a public servant to seek ex-
cuses for sins and omissions in
the pages of a newspaper, but we
openly welcome this astonishing
emergence from ancient stagna-
tion that has so long been a
characteristic of local officialdom.

Mr. King, however, has invited
himself to reply to our remarks,
and with becoming modesty de-
fects our suggestion that all but
he on the Committee are laymen
in radio lore by the curiously un-
connected statement that we are
"hardly complimentary to the
average listener." We apologise
to Mr. King. In the first place,
we had no intention of compli-
menting him, but were merely
using his technical qualifications
to emphasise the amateur status
of the remainder of the Com-
mittee, and secondly, we had no
idea that there were so many ex-
perts among our local listeners in
as Mr. King implies. Surely that
is all the more reason why they
should be consulted!

Whilst deferring to Mr. King
on the technicalities, we must in-
sist that we are entitled to judge
the reception of our own ears as

cording to which it has been in-
dicated to us that the "emission"
of gramophone records from the
Broadcasting Department in the
Post Office is far from perfect.
It is not nearly up to the standard
of the results obtainable from
any really good cabinet gram-
ophone.

On this point Mr. King con-
temptuously avers that the public
is being treated magniloquently.
"The average person," he says,
"has either radio or gramophone
as separate 'instruments' or com-
bined," (those with Governmen-
tal salaries, no doubt!) and he
continues to assure us how kind
the Government is to provide
"3,000 records annually at a cost
of \$5."

Most of us, it is true, cannot
afford to purchase 3,000 gram-
ophone records, or even a tenth
of that number, per annum. But
for the few that we are able to
buy, we do like to exercise our
own choice in the selection of
them. Government taste, even
when directed by qualified en-
gineers and committees of lay-
men, is not exempt from error,
and besides, "one man's Bach
may be another man's bark," to
alter a common saying.

It is not dignified, we submit,
for Mr. King in his official cap-
acity to gloss over our criticism
so cheaply, and to say to the
public, in effect, "Here's a bone:
you are lucky to get any at all.
Gnaw it and be satisfied."

That attitude simply won't do,
and, as an argument, is neither
plausible nor is it an answer to
the declaration we made in these
columns recently, and which we
reiterate: namely, that the
public is not getting its money's
worth.

We want better value for our
\$5 and, if the Broadcasting Com-
mittee cannot see its way clear to
provide us with anything but
that which it thinks we should
have, it cannot expect to be re-
garded as other than inept as a
body, and open to anything save
criticism and even boycott from
both Press and public.

BRITAIN AND THE SOVIET

In spite of the opposition of the
Conservative leaders, and the
criticism of a section of Chinese
opinion in the Far East, the
friendly gestures made by the
Labour Government towards the
Soviet, which will shortly result
in the renewal of diplomatic re-
lations between the two countries,
are on principle to be applauded.
When the Conservative Govern-
ment ascended to its long-lived
tenure in 1925 on the strength of
the Zinoviev letter (in itself a
deplorable incident, unbecom-
ing even with the Old Har-
dian)

business men of the country
shook their heads. The Arcos
raid and the subsequent severance
of relations with Russia,
whilst it seemed to Sir Austen
Chamberlain and his colleagues
of the Cabinet to be the only
effective measure devisable of
checking the undesirable flow of
Bolshevik propaganda into Great
Britain, was a vigorous, but
short-sighted manoeuvre. It was
a noble and typically British act,
but it overlooked a side of the
question with which the pros-
perity of the country was bound
up. The economic importance of
Russia to ourselves could and can
not be under-estimated. We have
always relied upon her as a
valuable consumer in the world
market, and the direct result of
our self-imposed political boycott
had, as it was bound to have, an
exceedingly detrimental reaction
on Home trade and industry.

The members of the Labour
Party had ever opposed such ex-
tremity of action, and argued
that diplomacy could have exerted
itself to devise a means of
stemming "Red" propaganda
without committing the grave
error of confusing political ma-
chinations with trade affairs.

The Labour Government, ever
since it assumed office, has bent
itself to the task of cementing
that rupture, and that the efforts
of Mr. Arthur Henderson, the
British Foreign Minister, have
met so far with success, speaks
of itself for the commendable
way in which the members of the
Government suit the action to
the word.

Whilst they may be unpopular
for the shades of political opinion
they are known to hold, they can-
not but have won the esteem and
regard of business men and the
workers of Great Britain, who
rely upon an increase of export
trade for their individual pros-
perity, for the straightforward
and unhesitating manner in
which the conversations between
Britain and Russia have been
so expeditiously brought to a con-
clusion.

NEWS IN BRIEF

Remarking that it was a very
small amount probably for his own
consumption, Mr. T. S. Whyte-Smith
at the Kowloon Magistracy this
morning fined a Chinese \$16 with
the option of two weeks' hard labour
for the possession of prepared opium.

Yesterday afternoon the Police
removed to the Kwong Wah Hos-
pital a Chinese named Wu Chan
who received severe head injuries
when he accidentally fell into the
street from the first floor of 620,
Reclamation Street, Mongkok. His
condition is considered serious.

A Chinese, name unknown, whose
age is estimated at between 35 and
40 years, attempted suicide yester-
day by jumping into the street from
the third floor of 25, Woosung-
street, Yau-mat. He was severely
injured about the head and is now
in the Kowloon Hospital in a very
serious condition.

Patrons will be interested to hear
that the roof garden of the Hong
Kong Hotel will be re-opened on
Saturday, Oct. 5. There will be
a tiffin a la carte daily, with a
dinner dance every evening (except
on Saturdays). In addition, there
will be a daily the dance (Sundays
excepted) from 4.30 to 6.30.

"You've a bad record" said Mr.
T. S. Whyte-Smith to a Chinese,
who was charged before him with
the unlawful possession of a lead
stand knowing it to be stolen from
a Chinese temple. On pleading
guilty the defendant was sentenced
to three months' jail. The stand
was ordered to be confiscated.

Miss Doris Woods, who left the
Colony last Tuesday, most gener-
ously gave her services the pre-
vious night (Monday) and enter-
tained the Soldiers and Sailors at
the Home, introducing many new
songs, as well as the old favourites,
and scoring, as usual, remarkable
success. She will be much missed
by the troops.

Two Chinese boys who claimed
themselves to be brothers appeared
at the Kowloon Magistracy this
morning, before Mr. T. S. Whyte-
Smith charged with the theft of a
box of soap from the Yiu Sang Soap
Factory at West Point, where they
were assistants. The older brother
was sentenced to three months' hard
labour, because he had a pre-
vious conviction. The younger one
got a month.

Mr. G. O. N. Tinson, of Messrs.
Johnson, Stokes and Master, re-
ported to the Police by letter yester-
day that some person stole a
rain screen from his car, which
was left unattended near the City
Hall, during Tuesday morning.

The loss of two baskets contain-
ing two bathing suits and other
articles, has been reported to the
Police by Mr. D. V. Lopes, who
informed the authorities that the
baskets were lost at Shek-O on
Tuesday.

On Sunday, Oct. 6, the Feast
of Our Lady of the Holy Rosary
will be celebrated at the Rosary
Church, Kowloon, the seat of the
Confraternity of the Rosary. The
morning service will include first
mass (6.30 a.m.), second mass
(7.30), third mass (8.30), and
Solemn Pontifical Mass (9.30).
There will be an evening service at
4.30, which will include the recita-
tion of the Rosary, procession,
sermon, and Benediction.

A fine of \$10 with the alternative
of 14 days' hard labour was imposed
on a Chinese at the Kowloon Magis-
tracy this morning, when he plead-
ed guilty to a theft of a brass
cooking ladle. When arrested he
was also found to be in the posses-
sion of three meat choppers, the
property of the Hop Kee Building
Contractors in Prince Edward-road.
The complainants failed to turn up
to Court this morning and the
charge was consequently dropped.

In connection with the arrest last
Sunday in a temple at Ngau-shi-
wan of 57 alleged Communists, in-
cluding eight women, it was learned
this morning that another batch of
24, three of whom are women, will
be "confidentially" deported to-day.
This morning they sat for
their photographs in two groups of
12 in the compound outside Police
Headquarters, and then were locked
up in the detention cells to await
time for embarkation.

A daring daylight armed robbery
was carried out in Yau-mat yester-
day afternoon. A report to the
Police by the tenant of 424, Shang-
hai Street, was to the effect that
at about 2 p.m. a Chinese came to
her flat on the third floor stating
that he wished to rent a cubicle. He
left after enquiring for the rent and
returned a minute later. On com-
plainant opening the door four
men entered. They carried re-
volvers and held the inmates up,
forcing them into the rear cubicle
where they bound and gagged them.
The men stayed for about half an
hour, during which time they
ransacked the flat and left taking
with them \$107 in money and
jewellery.

GEN. YU HON-MO

RETURNS FROM MANCHURIA
TO CANTON

THE MILITARY SITUATION

Canton, Wednesday.
General Yu Hon-mo, Commander of
the 55th Division, who left for the
Capital with General T'ing-kai and
Li Yang-king on September 14, has
now returned to Canton. While in the
North, he proceeded to Manchuria to
inspect the military situation, and on
his return, he stopped at Tainanfu in
Shantung in order to bring his mother
to the South, and at the same time to
purchase horses for the Kwangtung
cavalry. This stopping over prevented
him from returning at the same time
with the other two generals.

Immediately on his arrival in Canton
he went to the military Headquarters
where he had a lengthy interview with
the Commander-in-Chief and latter the
Chairman. Yesterday he was enter-
tained to tiffin by the Commander-in-
Chief at the Headquarters.
It is learned that General Yu will
leave for Shih-kwon to take over his
command, which is under duty to safe-
guard the Kwangtung frontiers against
the possible invasion by the revolted
troops. (Canton News Agency.)

LAWYER TO WED

FORTHCOMING MARRIAGE
ANNOUNCED

MR. W. N. T. TAM

Notice has been given to the Regis-
trar of the forthcoming marriage of
Mr. William Ngai-tso, Thomas Tam,
B.A., barrister-at-law, of 11, Basing-
ton-path, Hong Kong, to Miss Jessie
Eul-tsun To, of 2B, Dragon-terrace,
Hong Kong.

Mr. Tam practises in the Colony.
His elder brother is Dr. G. H. Thomas,
M.D., of the Government Civil Hospi-
tal. Miss To is a daughter of the late
Dr. Y. K. To of Hong Kong. Both
families are very well known in the
Colony and elsewhere, and highly re-
spected.

Miss Elsie Morton, of Elm-
Cottage, Datchet, near Windsor, was
seriously injured at the annual
Windsor fair when flung 30 feet
from a chairplane into the crowd.

Mr. Israel Himmelfarb, of Upper
Clayton-road, E., has informed the
police that jewellery valued at \$1,200
was stolen from his house while he
and his family were out.

CORRESPONDENCE

A PUBLIC NUISANCE.

(To the Editor of the "China Mail.")
Sir,—I beg to draw attention to the
perpetration of a cruel nuisance by
contractors, presumably by the
sanction of the Public Works Depart-
ment—on the residents along Kai Tak
Road and that neighbourhood. A few
months ago, sputtering engines at-
tached to earth trucks began to op-
erate from morning till night, sending
volumes of suffocating smoke into the
houses; but the inconvenience has to be
tolerated, as there is reclamation work
to be done at the Airport for the
Government. Lately, however, these
engines have been even more intensi-
fied and in the quiet of the evening,
the nerve-racking noise and
health-destroying smoke do not cease
until midnight. I have to submit that
a resident is entitled to his sleep from
9 p.m. without organised disturbance
and that the Public Works Depart-
ment should not, in the interests of
the public, permit these engines to
operate after that hour. The assist-
ance of the Director of Public Works
is hereby invoked to remedy a real
grievance.

Yours, etc.,

Hong Kong, Oct. 1.

RESIDENT.

H.K.V.D.C. SPORTS

(To the Editor of the "China Mail")
Sir,—I was much amused in read-
ing the letter of Ave a 'Eart' which
appeared in your valuable paper on
Tuesday, and the only comment I can
make is that your correspondent has
certainly got a heart (although he pro-
fers the Cockney way of spelling), but
he was surely without his thinking cap
when he wrote that letter.

It is also obvious that he is no
athlete. His argument was that
Baulsh had known all the time that
the two Indians were not entered for
that race, and that being so, he brush-
ed them away. There was no occa-
sion to make a fuss, he said. How de-
lightful!

But can he explain how Baulsh
knew that the two Indians were not
entered for the race, when the officials
themselves did not know it? The dis-
covery, it must be remembered, was
made after the Indian had made his
protest.

Can "Ave a 'Eart'" honestly say
that Baulsh was justified in doing
what he did, even if he had known
that the Indians had not been entered
for the race? I challenge him to do
so. I have participated in many races
before and have attended more events
than I can remember, but I have yet to
find a sportsman who can be guilty of
a gross offence of that nature.

It is not my intention to drag this
regrettable incident too far, and I have
mimed my words as much as possible.
Verb. sup.

Yours, etc.,

PLAY THE GAME.

Hong Kong, Oct. 2.

SANITARY HUMOUR

(To the Editor of the "China Mail")
Sir,—I should be grateful if
you would give publicity to the fact
that, although my initials are H.A.F.,
I am not the author of a humorous
article in to-day's "Hong Kong Daily
Press" entitled "Health Week"—a
Gibberian Trench.

Yours, faithfully,

H. A. FAWCETT,

Medical Officer of Health,
Sanitary Department,
Hong Kong, Oct. 2.

SENATE OF ENGLISH

(To the Editor of the "China Mail")
Sir,—Your article from the "T.P.
Weekly" on the above subject will
naturally cause some criticism. Some
of the pronouncements given we may
submit to and adopt, but surely before
it is too late a society might be formed
to prevent, or eradicate, others.
Three of which you give—
rhyme with bet; quandary pronounced
kwon-dairy; and fragile pronounced
frah—
are more terrible errors
than the worst petrol pump, or the
latest Epstein are as an eyesore to
our aesthetic sense.

Yours, etc.,

A. H. CHOOK.

Hong Kong, Oct. 2.

NEW MINISTER

MR. SADAQ SABURI TAKES UP
APPOINTMENT

DISTINGUISHED DIPLOMAT

Kobe, Yesterday.
Mr. Sadaq Saburi, the newly ap-
pointed Japanese Minister to
China, has left for Shanghai on
the "Shanghai Maru".—Reuter.

[Mr. Sadaq Saburi has been
Director of the Commercial Bureau
of the Foreign Office since 1924.
He is a graduate of the Imperial
Tokyo University, class of 1905.
After passing the Diplomatic and
Consular Service examinations he
was appointed Attaché in China in
1905, in Russia in 1906, in France
the same year, and at the Head
Office in 1908. In 1912 he was ap-
pointed Secretary to the Japanese
Legation in Paris, and in 1918
Secretary and later Counsellor to
the Embassy at Washington, until
1924.]

William Greenway, aged 26, of
Harris-street, Morrison, Swansea,
crashed into a wall and was killed
in North-road, Swansea, while
motor-cycling to work.

ENGLISH AND SCIENCE

Language as a Means of Communication

UNITY OF SPEECH

The Risks of Americanisation in England

[By Sir Robert Donald]

Science has saved the unity of the English language and is bringing about uniformity of our speech. With the means of communication between peoples which existed in the sixteenth and seventeenth centuries, the English language might have probably shared the fate which has overtaken Nordic, Teutonic, Slavonic, and other languages. Scandinavian speech has been split into three national languages, German has off-shoots, in Dutch and Flemish there are half a dozen Slav tongues all grown from the same roots. There was a risk of the disintegration of English—of an American and Canadian language, and of an Australian variant: at a conference of representatives from England, the Dominions, and the United States, interpreters would have been necessary. That risk has gone; the steamship and the telegraph checked it; the telephone, the talking film and radio have saved us from the danger.

AMERICAN INFLUENCE

The trend towards differentiation was becoming marked. An American language was growing up. Although new words and phrases will continue to be invented in different English-speaking countries and in process of time, by right of usage, will be incorporated in the language, there is no longer a danger that the United States will develop a language of its own. The delightful Mr. H. L. Mencken, one of the masters of modern English, will not be able to bring out new editions of his "American Language" in the hope that it will be used as a text-book in American schools.

"Talkies" Teaching

Diversity in the written word is less marked than variations in pronunciation. Now the coming of the talking film will lead to uniformity in pronunciation and the acceptance of recognized standards which will be known wherever the English language is spoken. In this early stage, the English drawl and mannerisms in "talkies" are distasteful to the American public; the harsh, rasping American intonation and slang are painful for English listeners. These excesses will be modified. English actors with a good articulation and no distinguishable accent are in great demand in American film studios and are talking themselves into fortunes in Hollywood—while foreign actors, who made fortunes in silent screen plays in America, are out of work. American "stars" are taking lessons in pure English. Within a few years there will be no marked difference between the language in the "talkies" throughout the English-speaking world. Artists' instincts and commercial interests combine to bring about a common film language.

Uniformity

In the meantime, wireless telephony, coming into constant use between the territorial divisions of the English-speaking world, will hasten uniformity. British and American merchants and brokers, in order to understand each other during the golden minutes of their conversations over distances of three to six thousand miles, must approximate to the same phraseology and the same pronunciation. Conversation between England and any part of Canada and the United States has ceased to be a novelty and is an every-day occurrence.

Radio is another factor making for unity of the language. Here the primary consideration is for correctness and uniformity of pronunciation within national areas—Great Britain, the United States, Canada—but we cannot overlook the fact that radio is international. Announcers at broadcasting stations must speak in a style which is understood by the greatest body of listeners throughout the world. We have a moral responsibility towards the foreigners who do us the compliment of learning our language. Mr. Robert Bridges, the Poet Laureate, Chairman of the Society for Pure English, writing in 1925, which is a long way back in the development of broadcasting, forewarned that this marvellous invention would encourage stricter standardization and lead to "a clearer and more distinct articulation of syllables."

"Nisety and clearness are all the more necessary in telephonic conversation and in broadcasting as the

telephone and the microphone accentuate accents and peculiarities of pronunciation. Reciprocal radio services, between England and America will become quite a commonplace within a few years, and not at all abnormal between England, the Far East, and the Antipodes.

Finding a Style

With the object of attaining correctness in speech and uniformity, the British Broadcasting Corporation in 1925 called in the aid of a committee of experts on the language, consisting of Mr. Robert Bridges, the Poet Laureate (chairman); Sir Johnston Forbes-Robertson, Mr. George Bernard Shaw, Mr. Logan Pearsall Smith, the author of a number of books on English; Professor Daniel Jones, and Professor A. Lloyd James. The recommendations which the Committee have made from time to time have been issued. The adoption of one style of pronunciation must be a slow process, as there is no standard by which the rightness or wrongness of pronunciation can be measured. You find men like Lord Balfour and Earl Grey—to whom words have been referred—differing in opinion of what is right or wrong from members of the Committee. Closer intercourse and the same system of communication will lead to common usage. The B.B.C., for instance, is adopting in its official journals, the American "vaudeville" in place of "variety" in reference to entertainments.

One of the objects of the Society for Pure English is to bring about community of action between English and American authorities. It has done much in that direction. It has affiliations in the United States, and experts and professors pay visits or take up posts at American universities so that the same scientific methods of investigation and the same usage are adopted and recognized on both sides of the Atlantic. American universities give far more attention to the teaching of English and oratory than we do in England. It is interesting to note that some of the leading authorities on the language in America—such as Professor Otto Jespersen and Mr. H. L. Mencken, are men whose mother tongue was not English.

The S.P.E. is doing an immense amount of missionary work on modest lines. Its "tracts" are not intended to be text-books. They are intended to be informative and penetrative—to clear up doubtful points, to maintain continuity of development, and while welcoming newcomers in the language to cling to the precious heritage of the past. Mr. Robert Bridges, the octogenarian poet laureate, who is the life and soul of the S.P.E., points out that there is danger lest our speech should grow out of touch with literature and losing, as it were, its capital and living from hand to mouth, fall from its nobility and gradually dissociate itself from apparent continuity with its great legacy, so that to an average Briton our Elizabethan literature would come to be as much an obsolete language as Middle English is to us now, or as Homer or Aeschylus is to a modern Greek.

The Society takes up definite problems and invites correspondence and suggestions from all students of the language. Mr. Bridges, whose vigour of mind seems to increase with his years, is the most courageous reformer in the group. His own contributions to the literature of the Society are important, and his colleagues owe much to him for his inspiring enthusiasm. The official headquarters of the S.P.E. is the Clarendon Press, Oxford. Together with co-operators in the United States, agencies are working quietly at a penetrative policy which, as the new means for closer intercourse come into use, will lead to the unity of the language and the acceptance of certain standards of pronunciation. —T. P. Weekly

ENGINEER FINED

TAKING THE LAW INTO HIS OWN HANDS

RICSHA PULLERS EULOGISED

The case against T. Gibbons, an engineer, charged with the assault of a ricksha coolie and maliciously damaging the cushion and side screens of the ricksha, was concluded yesterday afternoon at the Kowloon Magistracy, before Mr. T. S. Whyte-Smith.

His Worship convicted and fined defendant \$15, and also ordered him to pay \$3 compensation to the coolie. Evidence was given by Sub-Inspector Cotton to the effect that defendant had said that he would take laws into his own hands and that if he had had a box of matches he would set fire to the whole thing.

A Bad Example

Addressing the defendant, his Worship said: "It is a very unfortunate thing. It strikes me as being bad behaviour. Such behaviour, I think, is likely to give these ricksha coolies a bad impression of the foreign community. By actions such as this, you let down the foreign community."

"These ricksha coolies are, to my mind, a very fine set of fellows, law-abiding and good natured, and none of them has ever been before me for a dishonest offence, or only for trivial traffic offences; and they should be properly treated."

Ricksha Soldiers

His Worship went on to say that some time ago, an Army Major remarked to his Worship that he would like nothing better than to be able to train a battalion of ricksha coolies and make a regiment of them. His Worship considered that as a very high compliment, and most people would share the opinion that they were a good set of fellows.

Bus Competition

His Worship also remarked that he had a pretty hard life. In the last five years the competition of the bus services, must have made it very difficult for them to earn a living, but they will work hard to get an extra 10 cents each day. "It is very unfortunate that the defendant had treated the ricksha coolie in this way."

"DANGEROUS POLICY"

COMPLAINANT ABSENT IN LARCENY CASE

PROSECUTION FAILED

When two Chinese were charged at the Kowloon Magistracy yesterday afternoon before Mr. T. S. Whyte-Smith with the larceny of \$45 from the person of another Chinese and also with offering a bribe of \$5 to the detective who arrested them, Mr. A. E. Hall, for the defence, applied for the discharge of the men on the ground that the complainant was not present.

He said that to proceed with the case was a dangerous policy. It could very well be argued that the detective had a grudge against the defendants, and furthermore there was nothing to prove that the men had actually stolen \$45.

The case was accordingly withdrawn.

MOSQUITO PEST

FAILURE TO ABATE THE NUISANCE

FINED \$25

Before Mr. T. S. Whyte-Smith at the Kowloon Magistracy yesterday, the secretary of the Yue Ho Hing firm was fined \$25 for failing to abate a mosquito nuisance, in pools of water on the firm's premises.

A similar summons was also taken out against the Hong Yick Co., and they were similarly fined \$25.

WATER SUPPLY

INCREASE IN MAINLAND RESERVOIR STORAGE

H.K. WEEK'S CONSUMPTION

The total storage in the island reservoirs on the morning of Sept. 30, amounted to 1,834,241 million gallons, showing an increase of 3.23 million gallons during the past week; the amount collected from streams being 69,493 millions. The week's consumption amounted to 67,200 million gallons.

Kowloon

The total storage in the mainland reservoirs on the same date amounted to 518,800 million gallons, showing an increase of 12,448 million gallons during the past week.

The week's consumption amounted to 29,000 million gallons (not including 1,811 million gallons supplied to shipping through Lai-chikok).

The yield from the Shing Mun River and streams during the week is 43,388 million gallons.

TORCAT'S ROOSTERS

PERFORMANCES COMMENCE THIS AFTERNOON

The Torcat's Roosters, after a highly successful season at Canton, return to the Colony during the week and will play here for a few days before leaving for Indo-China on an extended tour. The Company of Roosters, which performed at crowded houses at the Queen's Theatre last month, will make the Star Theatre the venue of their return stay. There will be two performances daily at 8.30 and 9.20 p.m., commencing to-day.

Mr. Thomas Constable, aged 68, of Charlbury, Oxfordshire, who was injured in a motor-coach accident on the St. Malo Road, France, has died from injuries.

SHADOWS BEFORE.

COMING EVENTS ANNOUNCED IN "CHINA MAIL"

Social Functions

To-day—Dinner Dances at Hong Kong Hotel and Peninsula Hotel, 8.30 p.m.
To-day—Dinner Dance at Repulse Bay Hotel, 8.30 p.m.
To-day—At St. John's Cathedral Hall, white drive, 8.30 p.m.

Entertainments

To-day—Queen's Theatre; "Tide of Empire."
To-day—World Theatre; "Ancient Mariner." (Continuous performance from 1.15 to 11.15 p.m.)
To-day—Star Theatre; "A Sailor's Sweetheart."
To-day—Majestic Theatre; "Fleetwing."

To-day—At Star Theatre, Torcat's Roosters, at 5.30 and 9.20 p.m.
Oct. 21—Nelson Day Concert at Lee Theatre, 9 p.m.

Home Mail

To-morrow—Inward from America and ports ("Mishima Maru").
Lamperts' Auction
To-morrow—At Sales Room, Duddell Street, postage stamps, 5.15 p.m.

Sports

To-morrow—V.R.C. night fete, 9.15 p.m.
Oct. 5—Ladies Hockey: Inter-Chub match, King's Park, 4.30 p.m.

Meetings

To-day—Monthly meeting of Referees' Association, Council Office, 5.50 p.m.
Oct. 7—Annual general meeting of the Philharmonic Society, at the Cathedral Hall, 6.30 p.m.

Miscellaneous

To-day—At Civil Service Cricket Club, Impromptu Concert, 9 p.m.
To-morrow—Lecture on "Art and Its Relation to Schools, at University Assembly Room, 8.30 p.m."

Oct. 6—Interport Lawn Bowls Dinner at Peninsula Hotel.

Oct. 6—At Police Recreation Club, Happy Valley, at fresco concert, 8.30 p.m.

ROUND THE CINEMAS

"TIDE OF EMPIRE" AT THE QUEEN'S

MAD CHASE FOR GOLD

"Taking the most dramatic chapter in modern history as a background and depicting the overthrow of an ancient civilisation, by the crushing hordes of a new era of progress, was the monster task accomplished in filming "Tide of Empire," Peter B. Kyne's epochal story of the "Days of '49," which will be at the Queen's Theatre from to-day to Saturday.

The picture also tells a glorious love theme intertwined with the struggles of the California Argonauts in their mad chase for gold in the Sierra mountains.

The drama opens with the California of the Spanish dons, who lived in tranquil grandeur before the discovery of gold. Then, at Sutters Mill, John Marshall discovers gold, and across the plains, across the Isthmus and around the Horn, gold-seeking hordes of barbarians pour in, hardy pioneers who respect no property rights, hurling the Spanish owners from their lands in the mad race for the gleaming metal.

The pioneers were the vanguard of modern progress in the West and out of their invasion came the building of the railroads and the rise of great cities, built on the ashes of the romantic days of the dons.

Renee Adore plays the fiery Spanish Josepita, and George Duryes, the Irish D'Arcy, William Collier, junr., is seen in the role of Rimauldo, the weakling brother. George Fawcett plays Oon-Jose, last of the old Spanish grandees, a dominant but pathetic figure.

A SAILOR'S SWEETHEART

Attractive Film Showing at the "Star"

Myrna Loy now in support of Louise Fazenda, in "A Sailor's Sweetheart," the Warner Bros. production at the Star Theatre is a native of Helena, Mont. She was educated at the Westlake School for Girls, later making an intensive study of dancing under Ruth St. Denis in Los Angeles, after which she was engaged as premiere danseuse in several of the Grauman prologues, at the Egyptian Theatre in Hollywood.

It was here that Henry Waxman, the photographer, became interested and introduced her to Mrs. Rudolph Valentino, who gave her a feature role in "What Price Beauty." This was followed by an equally good part in "Pretty Ladies," directed by Monta Bell.

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NEW ADVERTISEMENTS.

NOTICE

THE MEMBERS of the Comrade Association will hold an "At Home" on the Chinese National Day, the 10th instant, from 10 a.m. to 1 p.m., 2nd Floor, China Building.

All friends are cordially invited.

IN OTHER PLACES

CHRONICLES FROM JAPAN TO JAVA

Dr. Annabelle Flint has returned to Shanghai from a holiday spent at Unzen and other Japanese resorts.

Mr. M. Shigemitsu, H.I.J.M. Consul-General, Shanghai, has recovered from his indisposition and is back at work.

Capt. G. W. Clark, commonly known as "Punjab," formerly Director of Criminal Investigation, S.M.P., has returned to Shanghai.

The Nanking Municipality has made an order that the police of that city must discover all opium smokers and traffickers before October 10 and arrest them, irrespective of their positions in life.

Fourteen members of the Japanese Diet are expected in Shanghai on October 8 from north and central China. The Wai-chiao-pu has instructed the Kiangsu and Chekiang provincial authorities "to accord them proper protection."

The Chinese papers say that the Bureau of Works for Greater Shanghai is busily engaged in making new roads and repairing old thoroughfares in Chinese territory. A number of Chapel roads are being laid out or repaired.

According to the "Sinwan-pao," the Asiatic Petroleum Company has got permission from the Ministry of Agriculture and Mines to build some big oil tanks, godowns and wharves at Koochiagoshan, Pootung, so as to facilitate the unloading and storage of petroleum arriving from abroad. This locality is so suitable for such work, says the "Sinwan-pao," that other oil companies will also ask the Ministry of Agriculture and Mines for permission to put oil tanks and wharves there.

Mr. Emil S. Fischer, of Tientsin, a former honorary Librarian of the Royal Asiatic Society Shanghai, has just returned from a visit to the desecrated Tung Ling, or the Eastern Imperial Mausoleums, and he has very generously consented to include Shanghai in his itinerary to Yokohama in order to give R.A.S. members and friends, as well as the general public, an opportunity of hearing his most interesting story of his personal observations in the North Eastern Sacred Reserve.

It is expected that Dr. Notobe will be voted Chairman of the Pan-Pacific Conference to be held in Kyoto from October 28 till November 9, says the "Japan Chronicle." The Conference will be attended by about 200 delegates, and the Miyako Hotel has been chosen as the meeting place. The assembly is called every two years, and its aim is to discuss Pacific problems. Each individual or country represented at the meeting is called upon to bear his or its expenses. Japan's cost of participation is estimated at Yen 100,000, which will be raised by donations.

The Chinese papers say that the families of those who went down with the C.M.S. "Hsinkong" in the collision off the Shantung Promontory on July 21 with N.Y.K.S. "Tatsuno Maru," estimate the total losses suffered at not less than \$2,000,000. The "Hsinkong," according to this estimate, was valued at Tls. 200,000; the daily losses to the company through the loss of the vessel, Tls. 1,400; losses of cargo, \$400,000; and the remainder for the lives lost. Two representatives have been elected to go to Nanking to appeal to the National Government to take up their claim for indemnity from the Japanese company.

Columbia
New Electric Records We Recommend

9073-4	Wembley Military Tattoo	Grenadier Guards Band and Stadium Choir.
9065	Martial Moments—March Medley	Grenadier Guards Band
9087	Pet and Pensant—Overture	
9185	Il Trovatore—Selection	B.B.C. Sym. Orch.
9166	Barber of Seville—Overture	
9649	Memories of Mendelssohn	Squires Celeste Octet.
9693	Pastorale	Lyons Cathedral Organ.
9701	Medley of Layton & Johnstone's Successes	Turner Layton Piano.

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Panetelas	25's	\$9.50 per box
Jockey Club	25's	9.50 " "
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LA CORONA:

Coronas	25's	\$21.50 per box
Half-a-Corona	25's	11.25 " "
Celestiales Chicos	25's	10.75 " "

EL AGUILA DE ORO "BOCK Y CA":

Excelentes	25's	\$8.25 per box
Portenas Finas	25's	7.00 " "

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CHINA NEWS, LOCAL NEWS
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The Weekly paper that saves you
the trouble of writing Home.

Not often in history have there been invaders who were welcomed. Hong Kong is now providing an instance. The first of more than one batch of Shanghaianders, who go and come to try conclusions on the fields of sport, has already arrived. For practical purposes, it is the beginning of "the season" in this Colony. And you can read all about this festival of lawn bowls, with its many sidelights, in the "Overland China Mail."

This publication, needless to say, is the only Hong Kong weekly news budget with pictures. The current number, as stated, synchronises with the commencement of the annual time of busy days and hard work. It is just the right time to begin a subscription to the "Overland China Mail," which will contain more and more to read as each week passes.

As usual, the "Overland" touches on all primary local topics, such as matters of Government, the agitation of Communists, meetings of Clubs (recreation, social and otherwise), marriages and so forth. This number contains the nowadays rare speech of a tongue-tied Government officer speaking his mind.

Then, again, there is the political news, dealing with the campaign of the "Ironsides" and the steps taken by Hong Kong's neighbour, Canton, and also the National Government, to suppress the rising. In fact, the "Overland" lives up to its reputation of giving you all the news. Be certain of getting your copy.

Letters to relatives and friends in other parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at Home, should have an unfailing supply of Hong Kong and China news every week by means of a subscription to the "Overland China Mail."

Without any trouble of packing and worrying about the Post Office on your part, and at a one-and-only cost of H.K.\$3.75 for three months, the "Overland China Mail" will be sent Home for you every week, catching the mail regularly. It contains just the news, features and pictures from the daily "China Mail" that make a studied appeal to people with any interest whatsoever in Hong Kong, and many letters testify to the keen pleasure and interest its weekly arrival brings.

For your folks at Home to receive this weekly budget, or to keep yourself posted with affairs during your absence, all that you have to do is to drop a hint to the "Overland China Mail."

The word "Overland" is a reminder of the experience behind the production, it having been published since the early days of the Colony, to be sent OVERLAND because there was no Suez Canal, and that was the quickest route by which to get mail Home. In the march of time the "Overland China Mail" has become the only weekly news budget which contains just the news, features and pictures from the daily "China Mail" that make a studied appeal to people with any interest whatsoever in Hong Kong, and many letters testify to the keen pleasure and interest its weekly arrival brings.

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"THE OVERLAND CHINA MAIL"

CENTRAL BANK

GOVERNMENT SERVANTS TO
BE PAID IN FULL

NO ALARM

Canton, Yesterday.
Mr. Chow Man-chor, the managing director of the Central Bank, yesterday declared in a press interview that the depositors of the Bank, being mostly connected with the Government services, are permitted to draw, but only in notes. He said that as all notes were not redeemable, there was no difference in the notes whether they contained Chinese signatures or those in foreign lettering. The reason for making the difference in the two kinds of notes last week was to relieve the pressure of the bank, when the "run" was on. He further remarked that the date for the redemption of the notes was not far away, and he strongly advised the public not to be alarmed nor to change their notes at low rates. When asked whether Government servants would be paid in full, Mr. Chow replied that both military and civil servants would be paid in full and in coin—Canton News Agency.

SCHOLARSHIP FUND

SIR PAUL CHATER'S CAREER
AS A MASON

TRUSTEES' INCORPORATION

In order to secure perpetual succession and other advantages of incorporation, the Trustees of the Chater Masonic Scholarship Fund are to be incorporated under the title of "The Trustees of the Chater Masonic Scholarship Fund." When the late Sir Paul Chater, Kt., C.M.G., retired after serving more than 30 years as District Grand Master, Hong Kong and China, Masonic lodges and chapters in the district contributed towards the fund then created to found a scholarship at the University of Hong Kong for the benefit of sons of deceased Freemasons and to perpetuate Sir Paul's name and services to Freemasonry.

Proposed Bill

A proposed Bill has been drawn and the Trustees intend at an early date to apply to the Legislative Council for its enactment. The Bill provides that the Trustees shall be John Owen Hughes, George William Cade Burnett, William Edward Leonard Shenton, Walter Kent, Charles William Jeffries and Cadey Alfred Hilderton Smith.

Proposed powers

The powers of the Corporation will be to acquire, accept leases of, purchase, etc., lands, buildings or tenements of any kind and also to invest money on the purchase or mortgage of any lands, buildings, etc., or in any other form.

Sons of Masons

The Scholarship Fund is to be used to provide a Scholarship at Hong Kong University for the sons of Freemasons without distinction of class or nationality, who are members of any of the Masonic bodies in the District of Hong Kong and South China, and sons of deceased Freemasons who are eligible for relief.

A Scholarship shall be granted to the person selected by the Trustees for one year only, but renewable yearly at the discretion of the Trustees.

LOTTERY TICKETS

CHINESE HEAVILY FINED FOR
GAMING OFFENCES

A medicine dealer, his foki and a married woman, all Chinese, appeared before Mr. T. S. Whyte-Smith at the Kowloon Magistracy this morning charged with the following:

- 1st defendant: keeping the ground floor of 600 Shanghai Street as a common gaming house.
- 2nd defendant: printing several po pu lottery tickets.
- 2nd defendant: possession of 14 po pu lottery tickets.
- 3rd defendant: unlawfully declaring the winner of the lottery.

All pleaded guilty to the charges. His Worship fined the first defendant \$100, the second \$50 with the alternative of one month's jail, and the third \$50. Confiscation of the paraphernalia was ordered.

CHURCHES UNITE

RE-UNION SCENES AT
EDINBURGH

London, Yesterday.
The historic ceremonies at Edinburgh, associated with the Scottish Church Union, opened most auspiciously.

As the members of the two Assemblies began a joint march to St. Giles' Cathedral from their respective halls, a rainbow appeared in the sky. The Duke of York as Lord High Commissioner of the re-united Church of Scotland, addressing the great assembly, conveyed the assurance of His Majesty's love for the Church of Scotland. He said that the King was most disappointed his health prevented his making an eagerly contemplated visit on the occasion of such a significant event in the history of his beloved Scottish people.—Reuter.

MONEY AND SHARES

TO-DAY'S QUOTATIONS

On London—	
Bank, wire	1/10 3/4
Bank, on demand	1/10 11/16
Bank, 30 days' sight	1/10 11/16
Bank, 4 months' sight	1/10 7/4
Credits, 4 months' sight	1/11 3/4
Documentary 4 months' sight	1/11 3/4
On Paris—	
On demand	1172 1/2
Credits, 4 months' sight	1247 1/2
On Berlin—	
On demand	—
On New York—	
On demand	46
Credits, 60 days' sight	47 3/4
On Bombay—	
Wire	126 1/2
On demand	126 1/2
On Calcutta—	
Wire	126 1/2
On demand	126 1/2
On Singapore—	
On demand	81 1/4
On Manila—	
On demand	92
On Shanghai—	
On demand	85
30 days' sight (private paper)	—
On Yokohama—	
On demand	95 1/2
Gold Leaf, 100 fine (per tael)	—
Sovereigns (Bank's) buying rate	10.20
Silver (per oz.)	23 1/4
Bar Silver in Hong Kong	3% dis. nom.
Copper Cash	Nominal
Copper Cents	3% prem.
Rate of Native Interest	7% p.a.
Chinese Sub. Coin	25% dis.
Hong Kong Sub. Coin Par.	—

HANDWRITING

A DEFINITE MEASURABLE
SCIENCE

(By Ethel Browning, M.D.)

Like all phenomena which rests upon a basis of intuition, or upon psychological processes not explainable in material terms, the interpretation of handwriting has been liable to exaggeration and exploitation, and to ridicule and denial. Yet the science of graphology is a definite measurable science, of which experts can avail themselves within narrow limits of exactitude.

Indications

It is only necessary to glance at the address of an envelope to conjure up a picture of the person who wrote it, and no two human beings have identical handwriting, any more than identical finger prints. In spite of the general resemblance to one another of handwritings belonging to a certain period of a certain nationality, and in spite of differences obviously due to the mechanical media by which the writing is produced, there remain characteristics which are peculiar to the personality of the writer. These characteristics are constant and permanent, and to some extent an indication of character.

That this should be so is easily understandable if it is remembered that writing is, after all, brain writing rather than handwriting. Although with practice and training the formation of each letter and its inclusion in complete words becomes automatic, almost unconscious, it is the thought and intention conceived in the mind of the writer which causes the movements of the muscles which directs the pen, and the method of their movement is determined by permanent psychological tendencies.

Left and Right

It has been objected that the left-hand writing differs from that of the right-hand of the same man, though the same personality directs both, but to an expert these differences are purely mechanical and superficial. When they are accounted for by the different way of holding the pen, and by lack of usage, the essential signs are found to be the same, and with practice the writing of the left hand comes to resemble more and more that of the right.

It must be understood that it is only in spontaneous writing that the personality discloses itself completely; in cultivated and deliberate writing, moulded according to a certain style, it is possible to alter the tell-tale marks. Yet even a forger nearly always retains some of his unconscious peculiarities, invisible to himself, but unconcealed from the eye of the expert. These signs have been based upon the study of the handwritings of many people whose outstanding characteristics are well known. They are subject, of course, to misinterpretation, but a study of the writings of some of our well-known people do bear out the workings of the theory of graphology as a whole.

The speed and pressure with which the letters are executed have a definite relationship to points of mentality. Writing which is obviously done rapidly is often a measure of the mental and physical activity. Business men usually write quickly because their

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T.T. on Shanghai

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H.K. Steamboats

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Indo-China (Def.)

Shell Transports (old)

Shell Transports (new)

Union Waterboats

Mining

Benguets

Kailan Mining Ad.

Langkats (comb.)

Langkats (single)

Shanghai Explorations

Shanghai Loans

Raubs

Tromb Mines

Docks, Wharves, Godowns, &c.

H.K. Wharves \$144 1/2 b 144 1/4 sa

H.K. W. Docks

China Providents

Hongkows

New Engineerings

Shanghai Docks

Cotton Mills

Ewo Cottons

Shanghai Cottons (old)

Shanghai Cottons (new)

Zoong Sings

Lands, Hotels & Buildings

H.K. & S. Hotels

H.K. Lands

Shanghai Lands

Humphreys' Estates \$144 b 144 1/4 s

H.K. Realities

Chinese Estates

H. K. Territorials

Prince's Buildings

Public Utilities

H.K. Tramways

Peak Trams (old)

Peak Trams (new)

Star Ferries

China Lights (comb.)

China Lights (old)

China Lights (new)

China Lights 1928 issue

H.K. Electric (old)

H.K. Electric (new)

Macao Electric

H.K. Telephones

China Buses

Singapore Traction

Singapore Pref.

Sandakan Ltd.

Industrials

China Sugars

Malayan Sugars

Caldbeck Macgregor: Ord. \$11 b

Caldbeck Macgregor: Pref. \$10 b

Canton Ice

Cements (comb.)

Cements (old)

Cements (new)

H.K. Ropes (old)

H.K. Ropes (new)

United Asbestos

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Dairy Farms

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Miscellaneous

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* Sales to Shanghai.

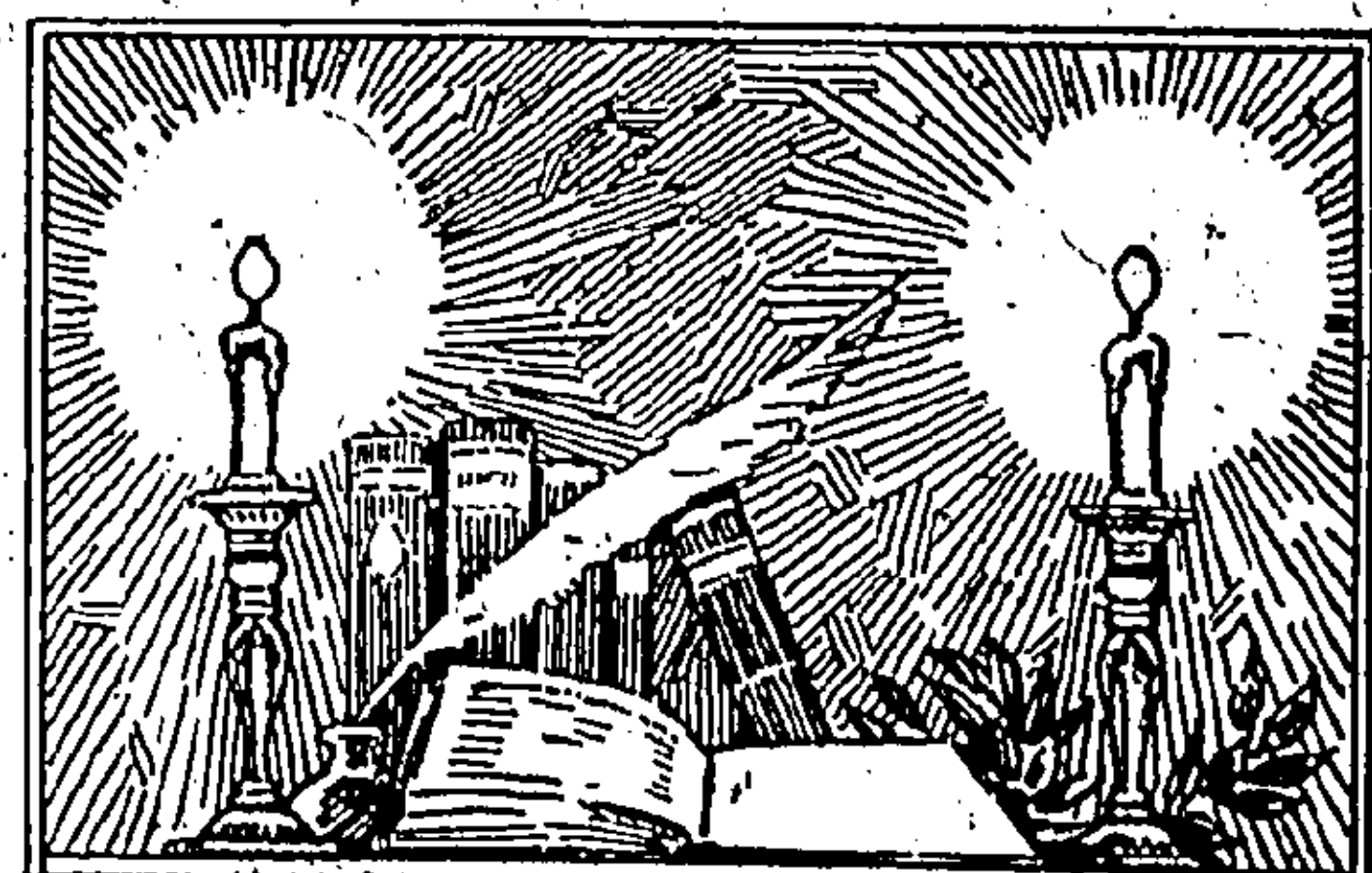
thoughts are accustomed to move quickly, while slowness of comprehension is often reflected in slow movements of the muscles holding the pen. The pressure with which the letters are formed may also be taken as a measure of mental energy, since continuous pressure demands a sustained power of will.

On the Slant

The width of the letters also is significant; wide spacing shows frankness and impetuosity, narrow, self restraint and reserve. The slant or angle of the writing has a psychological meaning not quite so obvious at first sight. In some countries the prevalent custom dictates slanting writing, in others upright writing is more or less the conventional style, and one which seems to associate itself with reason rather than emotion. In England, then, writing with a pronounced slant contrary to tradition shows, even more than in a country where the slant is prevalent, lack of discipline, hasty, impatience and excitability.

Some special peculiarities of writing are unfailingly linked to the most outstanding of the very thick, spread, writing produced by holding the pen a long way from the point.—T.P.'s Weekly.

Sales of National Savings Certificates for the week ended August 3 were 956,327, making a grand total of 222,829,099.



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ROBOT WATCHMAN

MEASURES ULTRA-VIOLET RAY
TREATMENTS

ELIMINATION OF DANGER

The first announcement of a new robot watchman for the elimination of danger from ultra-violet ray treatment, including a remarkably clear demonstration of the operation of this valuable "dosage meter," and also the first description of using the rare element, uranium, in photo-electric cells, formed part of the introductory address of Dr. H. C. Rentschler, Director of Research of the Westinghouse Lamp Company, Bloomfield, New Jersey, as he assumed the presidency of the New York Electrical Society.

"The danger lurking in the present concentrated treatments of ultra-violet rays, if given in excessive doses, is rapidly coming to be recognised as well by the general public as by professional men," said Dr. Rentschler, explaining of his apparatus. "Too much of this powerful radiation, while not felt at the time, can create sharp nervous reactions, and even burns of such intensity as to become serious. Other indirect effects are also attributed to the 'invisible rays,' and the greatest difficulty with our present method of dosage is that there is an unavoidable variation in intensity, which cannot be registered through measurement apparatus now in use; and yet which can actually cause an overdose (or, for that matter, a too small dose) to be administered.

"It is desirable to obtain the most exact dose possible in these rays, especially in the case of treatment for rickets. Results can be better gauged and more effective treatment given if the guesswork is eliminated. Loss of appetite, sleeplessness, and other nervous symptoms common to ultra-violet overdose reactions, and, of course, detrimental to rickets cure, can be guarded against, and much more accurate histories of various cases can be kept."

A Laboratory Success

Dr. Rentschler outlined the various materials used in photo-electric cells at present—the alkali metals, particularly caesium in certain forms, being more sensitive to the long wave-lengths of the red and infra-red lights, gerium for the blues and violets, and thorium for certain parts of the ultra-violet spectrum. The problem of constructing a cell sensitive

INTERPORT LAWN BOWLS

Shanghai Register Their First Win

DEFEAT OF CRAIGENGOWER C.C.

By their display against the Craigengower Cricket Club yesterday afternoon the Shanghai lawn bowlers may be said to have recovered their form. They played on the Craigengower green as if they had been used to it all season, and well it is for the Colony that the interport itself is not to be played there on Saturday. The locals could not be said to be represented by their best rink, for three No. Ones were playing. It was anyone's game up to the last head and neither side would have been disgraced by losing.

PHILLIPS AS A DRIVER

In the first head Nevis was miles short with his first wood and four yards short with his second. Glover put his first in the ditch and his next a yard in front. Kerley was the first to get a touch, but was dispossessed by Buchanan. Malcolm put out Buchanan and there was no other change.—One for Shanghai.

Glover opened the way for a good head by bowling both woods just back high. Nevis was narrow and through. Kerley blocked the draw, and Buchanan sent behind both times. Malcolm put in a couple of more blocks, and Brightman got wood. Phillips' first wood was narrow and a trifle heavy, whilst his second rolled into third place. Omar did not disturb the position.—Three to Shanghai.

First Blood for C.C.C.

Glover's two woods were lying handy near the jack in the next head, and Kerley trailed the jack to lie three. One of them was knocked out by Buchanan and then Phillips got a touch, Omar returning the compliment and drawing first blood.—One for C.C.C.

Nevis found the jack for the first time and Buchanan put in a second, but Phillips knocked one out.—One for Craigengower.

In spite of a bad start by the No. Ones the fifth head turned out to be a really good one. Kerley was the first to be dangerous and Malcolm came in with a second—a capital play played shot. Phillips was content to block and Omar was too heavy to effect any change.—Two for Shanghai.

Three for the Locals

Nevis's first wood was a couple of yards short and was tipped in near the jack by Glover. Nevis added a second and Buchanan came along with a touch. Malcolm rested on the front woods and Omar was content to block.—Three for Craigengower.

In the seventh head Nevis was short twice but Glover was jack high with his second. Kerley stole the shot, only for Brightman to displace him. Malcolm made no change and Omar slipped into second place. Phillips was in the ditch with his first and wide with his second.—Two for Craigengower.

Another Good Head

The eighth was another good head and play began to get really interesting, neither side giving much away. After Nevis had put in a couple of good ones Buchanan trailed the kitty, Kerley having hard luck in going through the port. Buchanan rolled into second place, and it was left to Malcolm to clear the front woods. His second, however, got timber, and, with five woods lying, Omar put in a blocker. Phillips next sent down a regular dynamite charge, which shifted the jack amid great applause.—One for Shanghai.

The No. Ones did not do much in the ninth head, but Buchanan got in a touch. Malcolm trailed the jack, but Craigengower still lay two on each side of the jack. With his second wood Malcolm slipped in between the two enemy bowls and got shot—another great effort. Phillips added a third and Omar was short and then narrow. And Phillips next wisely "kept out of the way".—Three for Shanghai.

Phillips shifted the Jack. Nevis got in two good shots, with Glover a yard in front and a yard behind, respectively. Buchanan rolled in behind the jack and Malcolm had a touch which went well behind. Both Brightman and

HOME FOOTBALL

SUNDERLAND COLLECT ONE POINT MORE

MATCH IN DIVISION I.

London, Yesterday. Sunderland, who have not been faring well this season, collected another point to-day in Division I. of the Football League. Everton were the visitors and the result was two-goals-all. Sunderland remain second last in the table. Their opponents improve slightly, but bring their total of drawn games to four (out of eight played), the highest so far in the division.—Reuter.

The table now stands as follows:—

	P	W	D	L	Pts.
Leeds	8	5	1	2	13
Arsenal	8	5	0	3	20
Wednesday	7	4	1	2	14
Middlesbrough	8	4	1	3	21
Manchester C.	7	4	1	2	17
West Ham	8	4	1	3	20
Derby	8	4	1	3	14
Aston Villa	8	4	1	3	17
Birmingham	7	4	0	3	22
Everton	9	2	4	3	18
Blackburn	7	3	2	2	20
Grimsby	7	3	2	3	14
Burnley	8	3	2	3	14
Newcastle	8	4	0	4	20
Liverpool	7	4	0	1	10
Huddersfield	8	3	1	4	14
Leicester	7	2	2	3	14
Sheff. U.	8	2	2	4	11
Sheff. W.	7	1	3	3	15
Sunderland	7	1	2	4	9
Portsmouth	8	0	3	5	18

STAN HILL CARTOON

Stan Hill's sports cartoon, which have delighted Hong Kong for several years, will reappear in the "China Mail" on Saturday. Be sure to see it!

lay shot turn about but Kerley trailed and lay a couple. Malcolm rolled into second place, and then Brightman crept into first place amid applause. Phillips was steady and then short, but Omar with his last wood shifted the jack—and gave the shot away.—One for Shanghai.

Final score:
Shanghai 21
Craigengower C.C. 16

Scores at a Glance

	Shanghai	Craigengower
Glover	No. 1	No. 2
Kerley	No. 2	No. 3
Malcolm	No. 3	No. 4
Phillips	No. 4	No. 5
Nevis	No. 5	No. 6
Brightman	No. 6	No. 7
Omar	No. 7	No. 8
Buchanan	No. 8	No. 9
Malcolm	No. 9	No. 10
Phillips	No. 10	No. 11
Nevis	No. 11	No. 12
Brightman	No. 12	No. 13
Omar	No. 13	No. 14
Buchanan	No. 14	No. 15
Malcolm	No. 15	No. 16
Phillips	No. 16	No. 17
Nevis	No. 17	No. 18
Brightman	No. 18	No. 19
Omar	No. 19	No. 20
Buchanan	No. 20	No. 21

Malcolm to Skip

During the dinner, Mr. R. Bass, the President, congratulated the Shanghai team on their success of the afternoon. He said that Mr. Phillips was an old C.C.C. member, and Mr. Malcolm was a good friend of the Club founder, Mr. Braidwood, which gave him much pleasure to welcome them as well as the other members of the team. Silver spoons were presented to the players, and Mr. Bass wished them success in the interport match on Saturday.

Replying on behalf of the Shanghai team, Mr. Phillips made a witty speech in the course of which he paid a tribute to the strong aggregate of C.C.C. bowlers who provided such a wonderful game.

Mr. Malcolm presented souvenir spoons to the members of the Craigengower team and complimented them on their good play. He said the game served to show what he had to expect in the big match, and he would skip the team and do his best to win.

Dancing followed to music provided by a string band.

The catering for the dinner was in the able hands of Lane, Crawford, Limited. Covers were laid for 90 persons.

FOOTBALL

SENIOR DIVISION MATCHES OF THE SEASON

HONG KONG F.A. FIXTURES

The following is the list of fixtures for the Senior Division of the "Hong Kong Football Association" for the Season commencing on Saturday, October 5:—

October 5:

R.A. v. Police, Sookumpoo. Referee: Mr. Stokes.

Chinese v. Recreio, Stadium. Referee: Mr. Smith.

Club v. Kowloon, Club ground. Referee: Lieut. Seal, M.C.

R.A. v. Police, Sookumpoo. Referee: Mr. Mackie.

Somersets v. Navy, Kowloon F.C. ground. Referee: Mr. Mackie.

St. Joseph v. K.O.S.B., St. Joseph ground. Referee: L.S.B.A. Atkinson.

October 12:

S. China v. R.A., Caroline Hill. Referee: Mr. Hollands.

St. Joseph v. Kowloon, St. Joseph ground. Referee: Mr. Stokes.

Recreio v. Navy, Recreio ground. Referee: Mr. Smith.

Somersets v. K.O.S.B., Sookumpoo. Referee: Lieut. Seal, M.C.

Chinese v. Club, Stadium. Referee: Mr. Mackie.

October 14:

Club v. Somersets, Club ground. Referee: L.S.B.A. Atkinson.

October 16:

K.O.S.B. v. R.A., Sookumpoo.

October 19:

Kowloon v. S. China, Kowloon F.C. ground.

K.O.S.B. v. Recreio, Sookumpoo.

St. Joseph v. Chinese, Club ground.

Police v. Somersets, St. Joseph ground.

Navy v. Club, Caroline Hill.

October 23:

Navy v. K.O.S.B., Caroline Hill.

October 26:

S. China v. Police, Caroline Hill.

Club v. K.O.S.B., Club ground.

R.A. v. St. Joseph, Sookumpoo.

Somersets v. Recreio, Chatham road.

Kowloon v. Navy, Kowloon F.C. ground.

October 30:

K.O.S.B. v. Police, Sookumpoo.

November 2:

Chinese v. Somersets, Stadium.

Navy v. R.A., Caroline Hill.

Recreio v. S. China, Recreio ground.

St. Joseph v. Police, St. Joseph ground.

K.O.S.B. v. Kowloon, Sookumpoo.

November 9:

Chinese v. Navy, Stadium.

R.A. v. Club, Sookumpoo.

Kowloon v. Police, Kowloon F.C. ground.

S. China v. K.O.S.B., Caroline Hill.

St. Joseph v. Somersets, Club ground.

November 11:

Services v. The Regt.

November 16:

Army v. Navy (Lai Wah Cup), Kowloon F.C. ground, 4 p.m.

S. China v. St. Joseph, Caroline Hill.

Club v. Recreio, Club ground.

Police v. Chinese, Stadium.

November 20:

K.O.S.B. v. Somersets, Sookumpoo.

November 23:

K.O.S.B. v. Chinese, Sookumpoo.

St. Joseph v. Navy, St. Joseph ground.

Club v. S. China, Club ground.

Recreio v. Police, Recreio ground.

Kowloon v. R.A., Kowloon F.C. ground.

November 30:

Chinese v. Civilian (Lai Wah Cup), Club ground, 4 p.m.

R.A. v. Somersets, Kowloon F.C. ground.

FOOTBALL LEAGUE

Army Games Played in Hong Kong Area

The following are the results of matches played during the week ending September 27:—

Monday, September 23:

"C" K.O.S.B. 4 20th H Bty. R.A. 0

"B" K.O.S.B. 4 "A" S.L.I. 2

"C" S.L.I. 3 "D" K.O.S.B. 1

"A" R.A.F.C. 1 10th H Bty. R.A. 0

20th H Bty. R.A. 3 0 8 0 1 7 0

(Continued at foot of next column)

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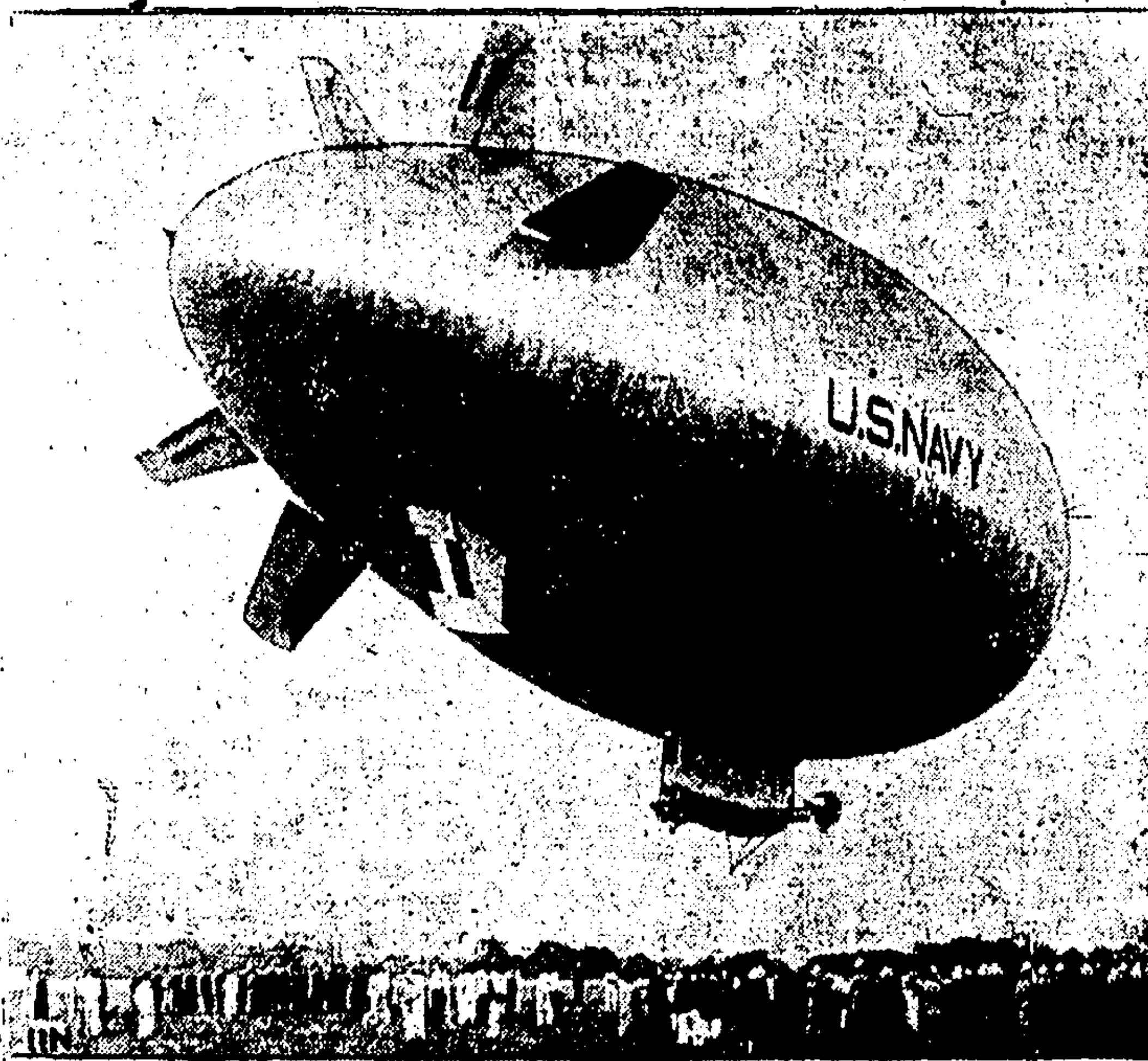
World News In Pictures

Mexican Aids Poor



Pasqual Ortiz Rubio, candidate for the presidency on the Mexican National Revolutionary Party ticket, has ordered his ranch in Michoacán to be divided among the peasants in that district. The peasants had put in a claim for the land before the Agrarian Commission, but Rubio ordered the division before the Commission took action.

Navy's Tin Blimp Takes Air



The ZMC-2, new all-metal Navy blimp, is seen here leaving the ground on its test flight from her home port in Detroit, Mich. One of the novel features of the new ship is the quartet of fins which are used for steering the ship instead of the usual single rudder.

After Noah's Record



Mary Van Rensselaer Cogswell, well-known American society woman, will attempt to duplicate old man Noah's record by climbing to the top of Mount Ararat where it is understood the famous ark first landed after the flood. Mount Ararat is ice-clad near the peak during the entire year. If Miss Van Rensselaer is successful in reaching the top, she and her party will be the first to attain this objective in fifty-three years.

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1930 ISSUE

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Didn't Mean to Shoot



Capt. Charles Stevens, above, San Antonio, Texas, prohibition enforcement officer, fired the shot which killed Tom Chandler, a farmer of Poteet, Texas, during a liquor raid. The officer claims the gun was accidentally discharged when his foot slipped.

"Fanny" Dinner at French Club



The friends of "Fanny" at their annual dinner at the Cercle Sportif Francais, Shanghai. The ceremony was presided over by Mr. M. T. Elzear. Numerous speeches were made, celebrating the "150 Fanny."—(Ah Fong).

Air Derby Furnishes Thrills



Taken shortly before the contestants started on the Women's Air Derby from Santa Monica, California, to Cleveland, Ohio, this illustration shows some of the plucky women who strove for a record. Left to right they are: Edith Voltz, Margaret Perry, Mary E. von Mack, Louise Thaden (winner), Gladys O'Donnell, Mrs. Keith Miller, Bobbie Trout, Blanche W. Noyes, Ruth Elder, Thea Rasche and Phoebe Omlie.

Institute of Pacific Relations



A Film Party—Given by Dr. M. T. Z. Tsao, Director of the Intelligence and Publicity Department of the Ministry of Foreign Affairs, in honor of Mr. Chester Harvey Rowell, Information Secretary of the Institute of Pacific Relations. The toast for "International Understanding, International Friendship and International Co-operation" was proposed by the host.—(Ah Fong).

"It's All Off"



Suit was filed in Paris by Miss Jean Assolant, the former Pauline Kewer of New York, for a divorce from her aviator husband, Jean Assolant, pilot of the trans-Atlantic plane, "Yellow Bird." The couple were married on June 10 in Portland, Maine, just before Assolant's trans-Atlantic flight, but the romance was short-lived.

TYPHOON MAP OF THE CHINA SEA



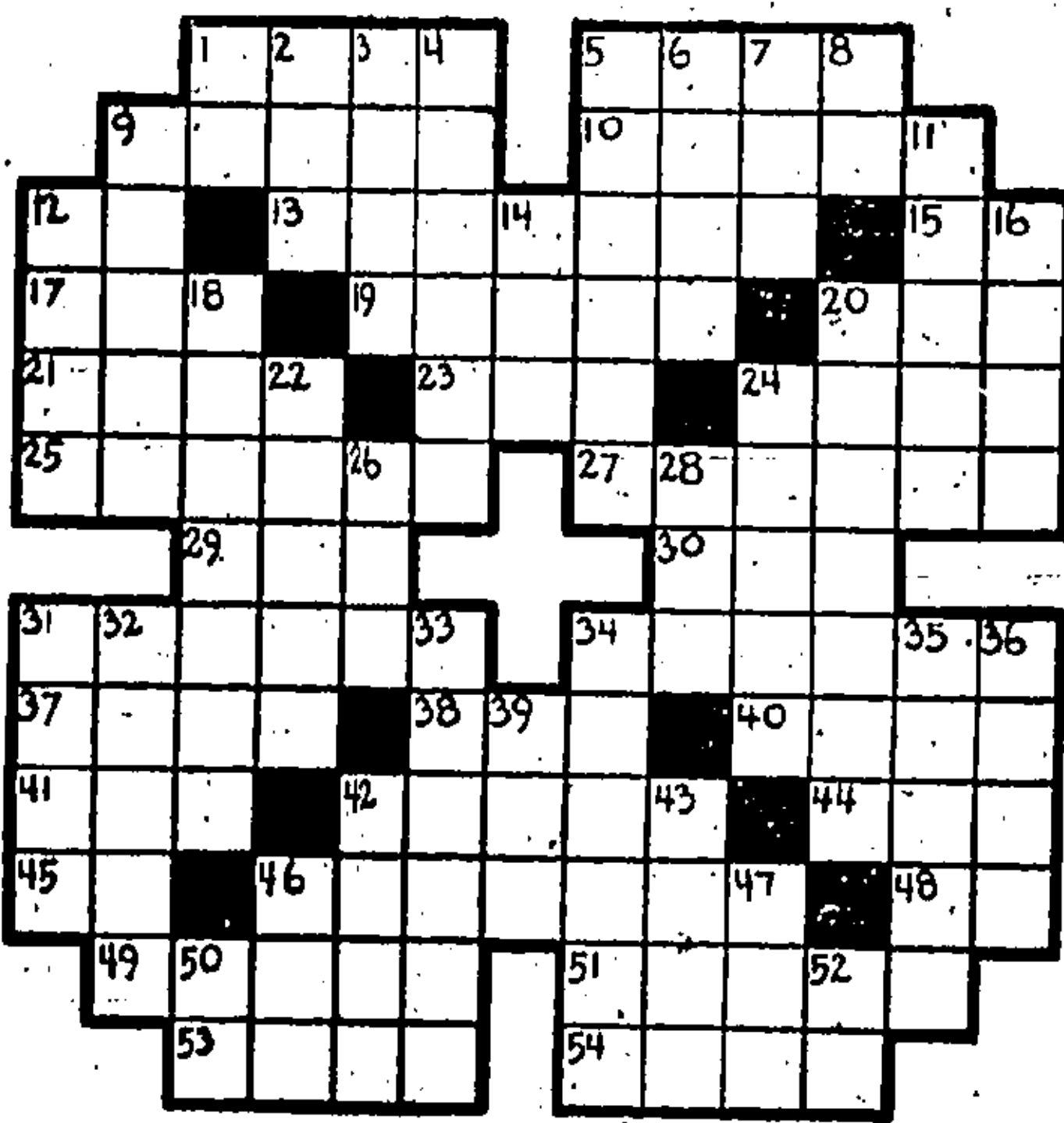
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plain, and altho.)



- HORIZONTAL**
- 1-Identical
 - 2-Title former ruler
 - 3-Russia
 - 4-Anyone of a genus of yucca-like plants
 - 5-Chief river of Germany
 - 6-Toward
 - 7-Erase
 - 8-Exist
 - 9-A lofty mountain
 - 10-French soldier's daily allowance
 - 11-King of beasts
 - 12-Self
 - 13-Native of Philippines
 - 14-Islands
 - 15-A masculine name
 - 16-Rights in general (Law)
 - 17-Metal in natural state
 - 18-Whole
 - 19-Redeem
 - 20-Guide
 - 21-Friend (French)
 - 22-Serpent
 - 23-To move, as the foot
- HORIZONTAL (Cont.)**
- 24-A neurotic spasm
 - 25-A body of soldiers
 - 26-Observe
 - 27-A diminutive suffix
 - 28-Mariners
 - 29-Low Dutch (abbr.)
 - 30-To desire something anxiously
 - 31-Wanta
 - 32-Eagle
 - 33-One of the Cyclopes
 - 34-Extremely
 - 35-Consumed
 - 36-Extra
 - 37-Exalted
 - 38-A three-legged stand
 - 39-The part of a brake that presses upon the wheel
 - 40-Own (Scott.)
 - 41-Royal Navy (abbr.)
 - 42-Firm
 - 43-First president of German Republic
- VERTICAL**
- 12-Story
 - 14-To bend in the middle
 - 16-A seaport in Greece
 - 18-Pertaining to fruit
 - 20-Dressing-tables
 - 22-Cherish
 - 24-Worm-eating mammals
 - 26-Combining form. New
 - 28-Rodent
 - 30-Price
 - 32-Friendship
 - 33-Naval
 - 34-Pet
 - 35-Stagger
 - 36-Helped
 - 37-The sun
 - 38-A small mountain
 - 39-Plunder
 - 40-Bardina (abbr.)
 - 41-Barlas (abbr.)
 - 42-Suffice found chiefly in law terms
 - 43-Deposit account (abbr.)
- VERTICAL (Cont.)**
- 12-Story
 - 14-To bend in the middle
 - 16-A seaport in Greece
 - 18-Pertaining to fruit
 - 20-Dressing-tables
 - 22-Cherish
 - 24-Worm-eating mammals
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 - 37-The sun
 - 38-A small mountain
 - 39-Plunder
 - 40-Bardina (abbr.)
 - 41-Barlas (abbr.)
 - 42-Suffice found chiefly in law terms
 - 43-Deposit account (abbr.)

(The solution of the above cross-word puzzle will appear in tomorrow's issue along with a new cross-word puzzle.)

POLO FINAL

"TYPHOONS" WIN LADY STUBBS' CUP

EXCITING GAME

In a fast and exciting game, the Typhoons beat the Somersets yesterday by 3-2.

Great interest was felt in the game, which, being the final, attracted a large turn-out of polo enthusiasts.

The Somersets started favourites as they are a better combined team, having played together more than the "Typhoon" side. However, as is sometimes the case, the favourites were beaten but not till they had put up a very gallant fight, with Capt. Bakewell well to the fore.

The Aggressive

It was evident that every man on the field was watching very carefully for the slightest opening and about three minutes after the start Stanton put his side one up following a melee outside the soldiers' goals. Bucked by their early success the Typhoons took up the aggressive with the result that very soon after they added their second goal.

Second Chukka

The second chukka saw the Typhoons starting off with a rush and for some time play was confined to the Somersets' half. Then a long shot from Hearse went wide but Col. Brownrigg made up for this and put in the third and last goal for the Typhoons after a prolonged tussle outside the S.L.I.'s goal.

Prize Presentation

The prizes were given away by Mrs. Brownrigg at the conclusion of the games. During the afternoon the band of the 2nd K.O.S.B. Regt. played selections.

The Teams

The teams were—
Typhoons: Col. Brownrigg, Major Philby, Maj. Wolfe Murray, Col. Little, Mr. Heard, Capt. Bakewell, Mr. Stanton, Mr. Worrall.

It speaks much for the handicappers that each team have won at least one game, and also lost at least one. The handicappers' job is no sinecure and they may well feel proud that they have done so well.

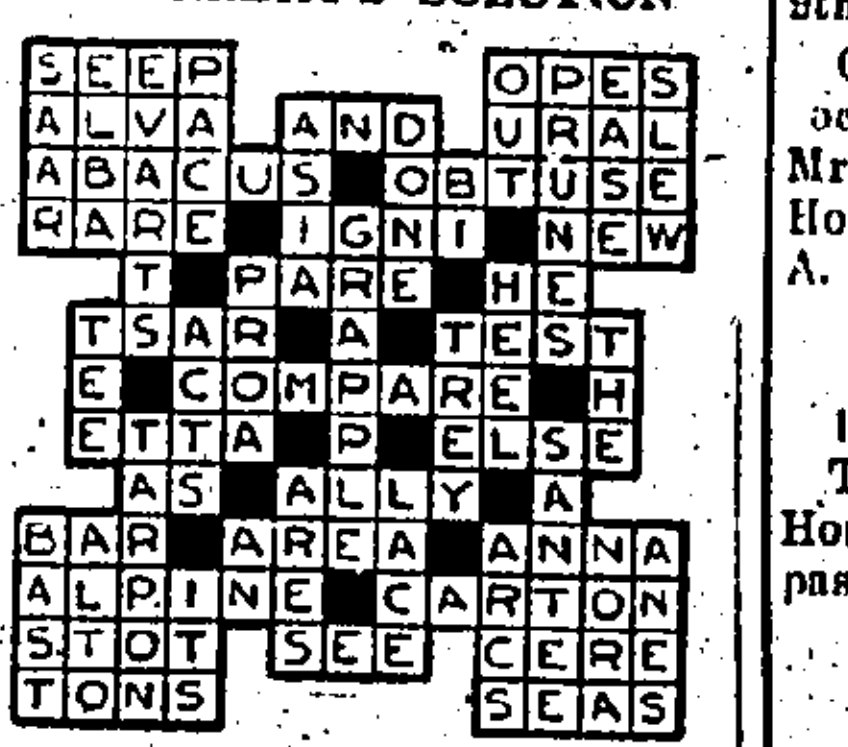
LADIES' HOCKEY

INTER-CLUB MATCH ON SATURDAY

An inter-club match—Colours v. Whites—will take place at King's Park on Saturday, October 5, at 4.30 p.m.

The teams are as follows:—
Whites: G. Heard, A. E. Steele, M. Bird, D. Robertson, E. R. Bell, M. Russell, M. Hansen, E. Blackburn, D. F. Stanton, M. McCabe, E. Laing.
Colours: F. Webber, E. J. Coppin, B. Taylor, E. O'Hagan, E. J. Coppin, M. Wallace, I. C. Bell, J. L. Whyte, N. McNeillie, C. Ferguson, A. T. Cressley.

YESTERDAY'S SOLUTION



H.K. CRICKET CLUB

COMMITTEE'S REPORT FOR THE PAST SEASON

A.G.M. ON OCTOBER 11

The past season's report of the committee of the Hong Kong Cricket Club, for the year ending 31st August, 1929 states:—

The Profit and Loss Account after writing down the cost of the Pavilion, Furniture, etc., by \$5,114.67 shows a profit of \$3,340.13, an actual profit of \$8,454.80 as against \$7,801.87 last year.

Entrance Fees amounted to \$1,700; 69 new Playing Members, 16 Non-Playing Members and 37 Subscribers joined the Club during the twelve months. During the same period 13 Playing Members, 6 Non-Playing Members and 33 Subscribers resigned. At the 31st August 1929 there were 297 Playing Members, 125 Non-Playing Members and 32 Subscribers in the Colony.

Cricket

The Club ran two teams and played a total of 49 matches. Of these the 1st XI played 26—won 17 and drew 8; The 2nd XI played 24—won 16, lost 4 and drew 4. In addition other matches were played during the season amongst Club Members, such as Married v. Single. Centuries were scored for the Club by Messrs. A. W. Hayward and H. J. Armstrong.

Tennis

The annual Tennis Tournament showed a slight falling off in the total number of entries.

The Open Championship Singles was won by Mr. M. W. Lo and the Open Championship Doubles (for the 5th year in succession) by Messrs. S. A. and H. D. Rumjahn.

The Club Championship was won by Mr. G. W. Sewell. The H'cap Singles "A" was won by Mr. J. G. Lawrie, the H'cap Singles "B" by Mr. E. R. Price, H'cap Doubles by Messrs. H. J. Armstrong and J. G. Lawrie and the Mixed Doubles by Mr. S. E. Green and Miss Heard. Miss Stanton kindly presented the prizes at the close of the tournament.

The Committee regrets to have to record the deaths of seven Members, Dr. F. Pierce Grove, Messrs. H. P. White, J. Buchanan, L. A. Cassart, L. M. Whyte, H. J. Love and J. E. Hancock.

Annual Meeting

The Annual General Meeting will be held in the Pavilion on Friday, the 11th October, 1929, at 5.30 p.m., to receive the Statement of Accounts as attached hereto, to elect a Committee and Officers for the ensuing year and for the transaction of any other General Business as provided for in Article 72 of the Articles of Association.

Names of Members willing to serve on the Committee together with the names of their proposers and seconders should be sent to the Hon. Secretary not later than the 8th October, 1929.

Committee:—Mr. H. R. B. Hancock (President), Mr. T. E. Pearce, Mr. F. Syme Thomson, Mr. P. M. Hodgson, Mr. H. Owen Hughes, Mr. A. Piercy and Mr. G. W. Sewell.

Cricket Averages

1st Eleven, Season 1928/9.
The cricket averages for the Hong Kong Cricket Club for the past season are:—

Batting	Innings	Runs	Highest Score	Not out	Average
H. Owen Hughes	26	641	81*	7	33.74
A. W. Hayward	25	207	143	—	32.28
T. E. Pearce	15	795	68	1	28.21
H. R. B. Hancock	14	210	32	0	26.25
Rev. E. K. Quick	20	458	97	2	25.44
J. J. Mitchell	24	388	83	1	16.87
H. V. Parker	20	272	51	3	16.00
J. Moor	19	341	44	—	14.79
L. Bonnar	10	110	27*	3	10.77
I. V. Parker	199.1	50	502	51	9.84
C. D. Wales	260.1	44	715	67	10.64
Capt. A. G. Dobble	142	36	357	31	11.52
J. L. Bonnar	121.5	22	372	32	11.62
A. C. I. Bowker	121.2	24	345	27	12.78
H. Owen Hughes	105.1	12	356	25	14.24
Rev. E. K. Quick	70.2	6	240	16	15.00
V. W. L. Stanton	32	7	112	7	16.00
A. Reid	68.5	8	251	13	19.31

Batting	Innings	Runs	Highest Score	Not out	Average
H. J. Armstrong	10	290	102*	1	32.22
R. H. Dowler	10	186	69	—	26.57
A. Reid	10	142	85	—	19.85
V. W. L. Stanton	9	142	85	1	17.78
E. E. Duckitt	11	118	36	1	17.30
A. H. Gillingham	14	173	35	4	17.30
J. A. Summers	14	170	41*	4	17.00
K. H. Batger	8	116	32*	1	16.57
G. E. R. Dwyer	12	118	40	—	14.83
T. L. Christie	7	71	26*	2	14.20
W. K. Tait	17	203	48	—	11.94
L. A. R. Duncan	10	170	88	—	11.33
G. R. Vallock	11	87	21	2	9.67
E. E. West	9	68	15*	2	9.00
W. B. Coraby	8	60	25*	1	8.67
J. E. Hancock	8	40	12	1	6.12
Bowling	Over	Mdn.	Runs	Wkts.	Average
J. A. Summers	88.4	16	274	36	7.83
A. Reid	142	25	365	40	9.12
V. W. L. Stanton	89.4	18	221	22	10.04
G. E. R. Dwyer	67.5	12	193	18	11.05
G. R. Vallock	98.3	9	388	29	11.48
W. K. Tait	122.1	20	471	23	16.24

"DRUNKS" IN U.S.

ALARMING GROWTH IN SEIZURES OF LIQUOR

WET AND DRY FEUD

A picture of the entire prohibition period depicting mounting liquor seizures and increases in drunkenness, alcoholic insanity and deaths from alcoholism is drawn in a pamphlet made public by the Association Against the Prohibition Amendment. The association contends that its charts and tables of indexes of intemperance accepted by both wet and dry parties as valid, show a "marked drop during the war years which continued during the first year of prohibition." This drop, it adds, was followed by a "sharp rise from 1921 to 1924" and a rise since is described as "not so marked but there is as yet no indication of a decline."

The illicit liquor industry has steadily increased, the pamphlet declares, "in spite of increased appropriations for enforcement, in spite of enforcement acts in 44 states, and in spite of the growing body of federal court decisions favourable to extreme enforcement measures."

"In 1920 only 15,416 pieces of distilling apparatus were seized," it continues, while in 1928, 261,611 pieces were seized. In 1920 only 153,785 gallons of liquor of all kinds were seized; in 1928, 32,474,234 gallons were seized."

The first year of activity of the United States coast guard in prohibition enforcement—1924—saw the peak in illicit spirits seized, it is pointed out, with an increase of more than 300 per cent. over seizures for the previous year.

A Steady Increase
Records cited show seizures of materials from which whisky and alcohol are distilled made a "steady increase." 25,594,583 gallons of mash being taken in 1928 compared with 8,856,695 gallons in 1923. Malt liquor seizures reached their top in 1926.

"The figures given here do not include seizures by state officials," the pamphlet continues, "for state reports of seizures are not available."

The southern states lead the list both with respect to seizures of liquor and distilling apparatus," it is asserted. "Some of the northern and eastern states rank fairly high with respect to liquor seized, but low with respect to illicit stills. In other words, the states on the Atlantic coast, particularly those which have large centres of population, and the state of Michigan, which imports large quantities of liquor from Ontario, seem to be fairly well supplied with illicit liquor. On the other hand, the southern states and some western states (Nevada and Wyoming) appear to be the favoured spots for the illicit manufacture of liquor."

The death rate for the entire country attributable to alcoholism is declared to be "almost up to the pre-war level," with "a steady rise" noted since 1920.

Charting the alcoholic death rate, the association finds a sharp drop before prohibition as reported by the United States census bureau, a decrease which continued through the first year of prohibition.

"The sharp drop in 1918 and 1919 is attributed to war-time conditions," the association asserts, and points out that "nearly 4,000,000 men were withdrawn from civil life to enter military service." It noted a similar decline in European

countries. A decrease for 1920 is attributed to national prohibition.

Liquor Kills Workers

Regarding the alcoholic death rate among wage earners, the association attempts to refute those who "believe that since prohibition drinking has been confined entirely to the wealthy, while, among the working population of the country drinking has practically disappeared."

"The statistics compiled by the Metropolitan Life Insurance company for its 18,000,000 industrial policyholders," the association states, "do not bear out this contention."

A pamphlet chart, it is contended, will show that the death rate from alcoholism among the industrial population parallels the alcoholic death rate for the entire country.

"Since 1920 the rate has steadily increased," the association declares and reached its peak of 3.7 in 1926. For 1920 they present the rate as 6. While a slight decline is shown for 1927 and 1928, the rate for the first three months of 1929 is given as 8.8, as contrasted with 8.2 for the first three months of 1928.

Canada's Rate Smaller

"The figures just referred to include all industrial policyholders, both in the United States and Canada," it is pointed out, adding that "the Canada rate is hardly a fifth of the United States rate."

The alcoholic death rate as compared in 17 "dry" states and 17 "wet" states, shows: "Dry," 1920, 1.04; 1927, 2.52, an increase of 142 per cent.; "wet," 1920, 1.0; 1927, 5.0, an increase of 400 per cent. (Figures on a basis of 100,000 population).

Using the only two states—New York and Massachusetts—having figures which go back far enough to be significant," the association points out that the number of commitments for alcoholic insanity in New York reached its peak in 1927, when the rate was 4.8 per 100,000 population.

A "steady downward trend from the past two years."

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1910 to 1920" is noted. The same figures for 1914 and 1927 are cited with a "slight falling off" noted in 1928.

The prohibition period peak for Massachusetts of 5.7 per 100,000 population is shown to have been reached in 1924, from a low point of 2.6 in 1920. The high peak since prohibition for that state is shown for 1917 with 13.5 while the 1928 figures is placed 4.9.

Gross figures for arrests for drunkenness are characterized as difficult of compilation as there is "no official tabulation of arrests for drunkenness for the entire country."

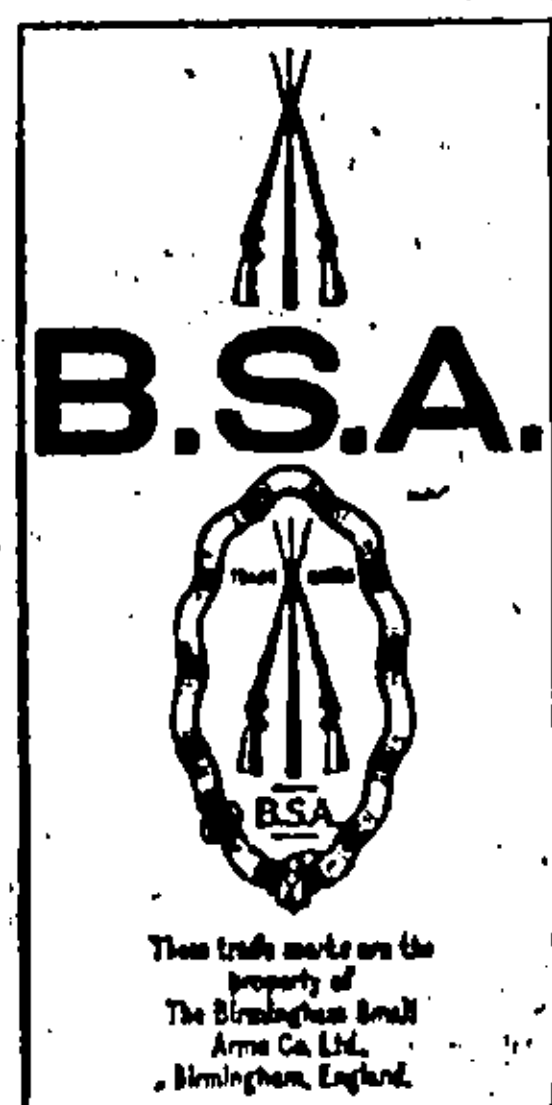


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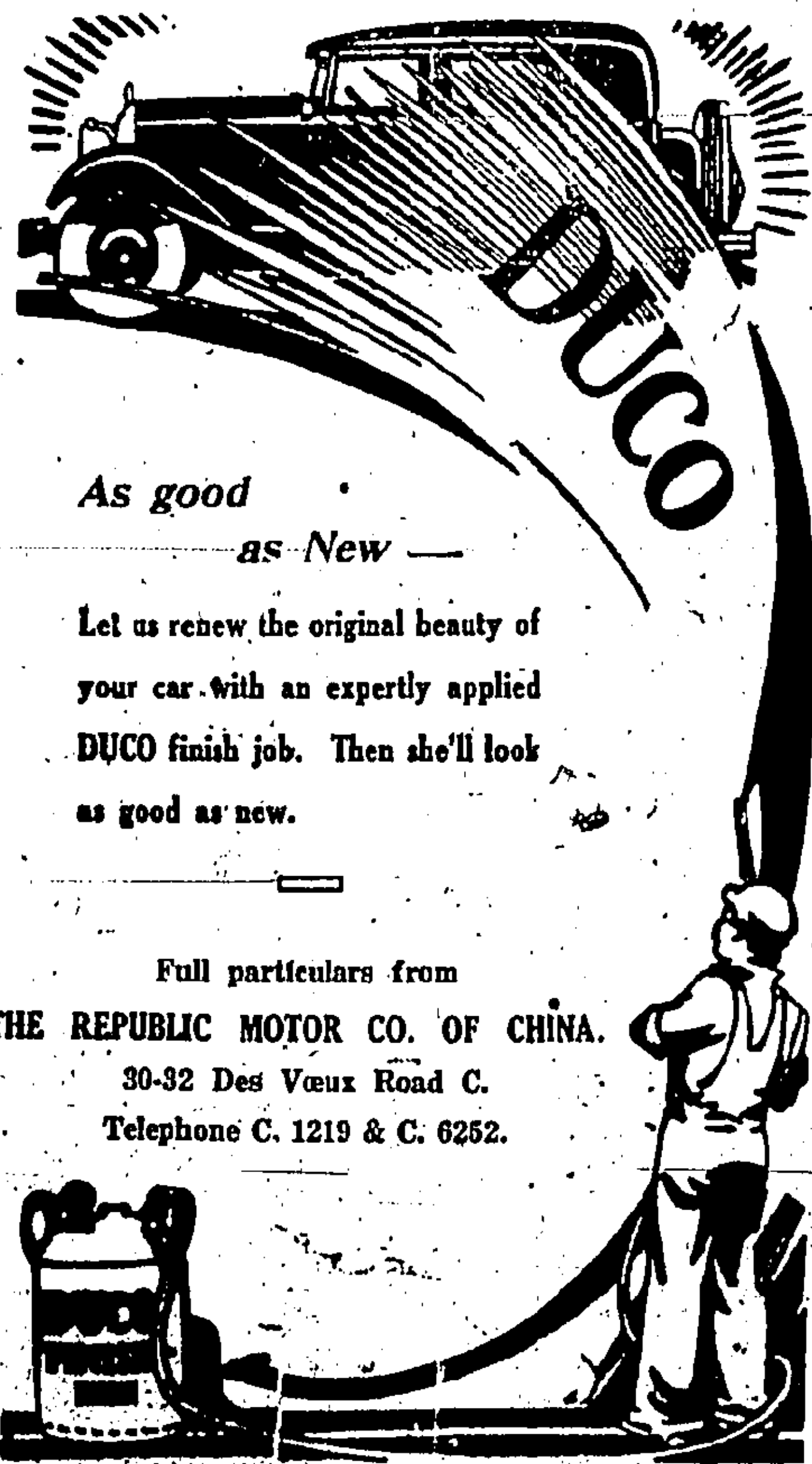
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PEAK CLIMBING

STUDEBAKER WINS HISTORIC KNIGHT TROPHY

The 11th annual Pikes Peak Hill Climbing classic on September 2 was won by a fully equipped stock Studebaker President Eight Roadster which by its feat captured the historic Penrose Trophy. All existing stock car records for the course were smashed.

The winning car, piloted by Glen Shultz, famous race driver, completed the 12.4 mile grind to the summit of America's most famous mountain, 14,109 feet high, in 21 minutes 49 and 2-5 seconds, at an average speed of 34.3 miles per hour, bettering the previous stock car record by two seconds. This time was considered exceptional in view of the condition of the course which was against the best speed.

Two other Studebaker stock cars, a second President Eight Roadster driven by Ab Jenkins and a Commander Eight Roadster, driven by Ralph Hepburn participated in the event. Their time for the climb was 22 minutes 58 seconds and 24 minutes 10 and 4-5 seconds respectively.

The Penrose Trophy goes under conditions of a deed of gift to the entrant in the race making the best time in the stock class. It is a large silver, beautifully ornamented bowl, over 150 years old, obtained in Europe by Spencer Penrose, Colorado Springs capitalist. According to reports it was used as a chalice for champagne on many historic occasions in England.

The race started at Crystal Creek bridge, 9,150 feet above sea level and five miles from the foot of the mountain, before a large gallery of spectators. The course of the run is known as the Pikes Peak Auto Highway, considered one of the wonderful motor roads in the world. The route is a double track road, 20 to 50 feet wide all the way, a twisting, turning ribbon of white, mounting skyward, and tricky enough to test the skill of the most experienced driver. There are no less than 154 turns. The climb is considered a sheer test of stamina, speed and power.

The three competing Studebakers were selected at random from factory production by officials of the American Automobile Association, checked and their stock status established prior to their being driven to Colorado Springs under the observation of A.A.A. officials who turned the cars over to the Colorado representative of the A.A.A. upon their arrival. Before leaving the factory, seals were placed on important motor parts. This followed the same procedure which prevailed in the world record run of the four Presidents at Atlantic City Speedway a year ago in which each sped 30,000 miles in less than 28,128 minutes.

Each Studebaker car was a strictly stock model. They carried high compression heads (6 1/2 to 1) and mountain gear ratios (4.08 to 1 on President and 4.7 to 1 on Commander) all of which is optional and available to any Studebaker purchaser anywhere.

Shultz, pilot of the winning Studebaker is a driver of repute. The Pikes Peak Climb is no novelty to him. He has won seven first prizes in the Pikes Climb. This is the first time he has won the race driving a strictly stock car.

MODEL "A" FORD

A NEW PRODUCTION RECORD

A new production record for Model A Ford cars was reached by the Ford Motor Company a few minutes before 5 o'clock, Wednesday afternoon, July 24, when Engine No. 2,000,000 came off the assembly line at the Rouge plant of the Company in Dearborn. The engine was taken to the car assembly line and assembled in a convertible cabriolet.

The second million Model A Ford cars were produced in the period of five months and twenty days. The first Model A was assembled on October 20, 1927, and the first million was reached on February 4, this year.

Early production of the Model T was built on October 1, 1908. It was seven years later, December 10, 1915, before the first million had been attained, and eighteen months later, June 14, 1917, before the second million was produced.

HUMBER

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WILLYS-KNIGHT

ONE OF THE MOST POPULAR KNIGHT ENGINES SIXES

Outstanding engine performance combined with graceful new lines of body design have been among the leading factors that have made the Willys-Knight "70-B" one of the most popular Knight engine models ever built by the Willys-Overland Company, the largest builders of cars in the world employing the double sleeve valve engine.

Another important factor that has played an important part in bringing about such a wide public acceptance of this car is the new low price range in which it offered, the Willys-Knight "70-B" being designated as the largest and most powerful Knight engine ever introduced in its present price class.

The acclaim that has met this car since its introduction has not been centered in any one section of the world, but has been widespread. The ability of the six



"Eagle Eye" Gus Schalkham, New York policeman, has an uncanny instinct for spotting stolen automobiles. He is shown above giving a demonstration of how he works. His record to date includes the recovery of 38 cars.

cylinder double sleeve valve engine to deliver a smooth even flow of power regardless of the terrain or grade, has made it an unusually popular car in every country, according to the sales statistics and reports from the world Willys-Overland dealer organization.

It is an established fact that the simplicity of the Knight double sleeve valve engine results in a high degree of efficiency and in unusual freedom from the repair troubles that usually beset cars employing other types of motors.

Among the various mechanical advancements incorporated in the construction of the new Willys-Knight "70-B", one of the most popular with buyers, appears to be the "Finger-Tip Control," which enables the driver by means of one button in the centre of the steering wheel, to control the starter, lights and horn without changing the driving position. This feature is a distinct safety factor since the driver may keep his foot on the brake when starting his engine on a hill without danger of rolling.

FIAT CAR

SPECIAL AUDIENCE GRANTED BY POPE

The presentation to His Holiness Pius XI of a six cylinder Fiat saloon car was the occasion of a ceremony unique in history. The car, which had been on exhibition in the Fiat showrooms in Rome, was driven through the crowded streets to the Vatican by the well-known and famed race driver Felice Nazzaro.

Before taking possession of the car, His Holiness granted a special audience to Senator Giovanni Agnelli, founder and president of the Fiat Company. Afterwards the Pontiff went into the courtyard of St. Damascus to see the car and by his remarks showed that he was by no means unacquainted with automobile construction. A delegation of employees and workmen representing the 80,000 persons employed at the Fiat factory were gathered around the car and were addressed by the Pope and given his blessing. As a memento of the occasion, a Jubilee Medal was given to each person present.

The Pope then took his seat in the car and was driven through the Vatican gardens by Signor Nazzaro, with Signor Politi, chauffeur to His Holiness, by his side.

IN AUSTRALIA

PRaise FOR STUDEBAKER MODELS

The enthusiastic reception accorded Studebaker's new President and Commander models in Australia is shown in the praise showered upon them in Australian newspapers, according to H. S. Welch, President of the Studebaker Pierce-Arrow Export Corporation.

"Most of all the new President Eight is notable for its engine performance," says the "Brisbane Telegraph." "The engine was given several severe tests and it came through each with credit to itself. So well balanced and perfectly sprung is the car," continues the "Telegraph" in commenting on a test conducted under its auspices, "that the bumps were not perceptible to the passengers. The impression was similar to that conveyed in a boat riding a gentle swell. Another feature that made itself manifest was the ease of control. The wheel is so finely adjusted that it is possible to manipulate it with one finger."

"Studebaker 8 Wonder Car—the last word in luxury expressed in metal," is the comment of the "Brisbane Truth" on the new President Eight.

VALUABLE INFORMATION

In most Automotive Manufacturer's Instruction Books you will find:—

"Just how long and satisfactorily a car will operate depends more upon lubrication than upon any other feature of its care. Bearing surfaces or assemblies which, where properly lubricated, will give years of perfect service, may be completely ruined by a few hours of neglect."

These Manufacturers are naturally anxious that their cars may give you every satisfaction, and to insure this they call attention to Correct Lubrication.

We have just printed a booklet entitled "The 4 Factors" that determine the correct oil for your car.

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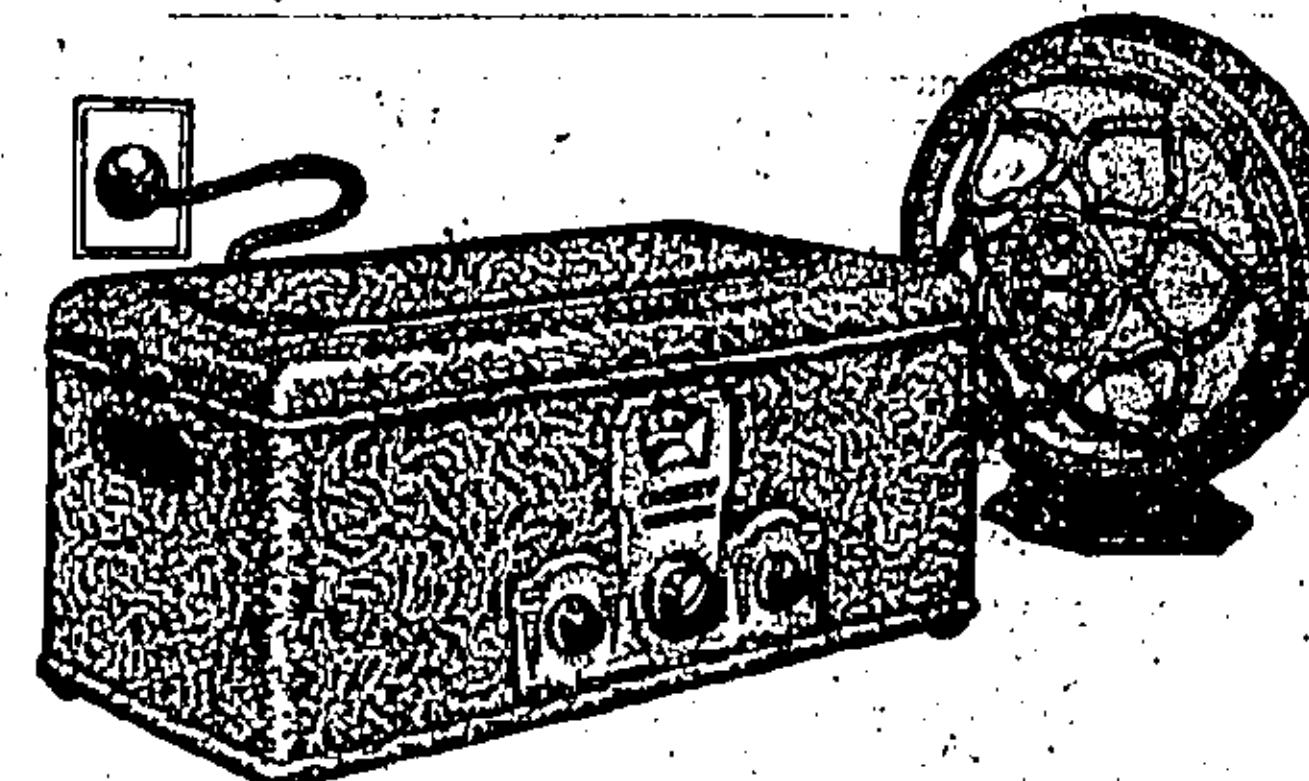
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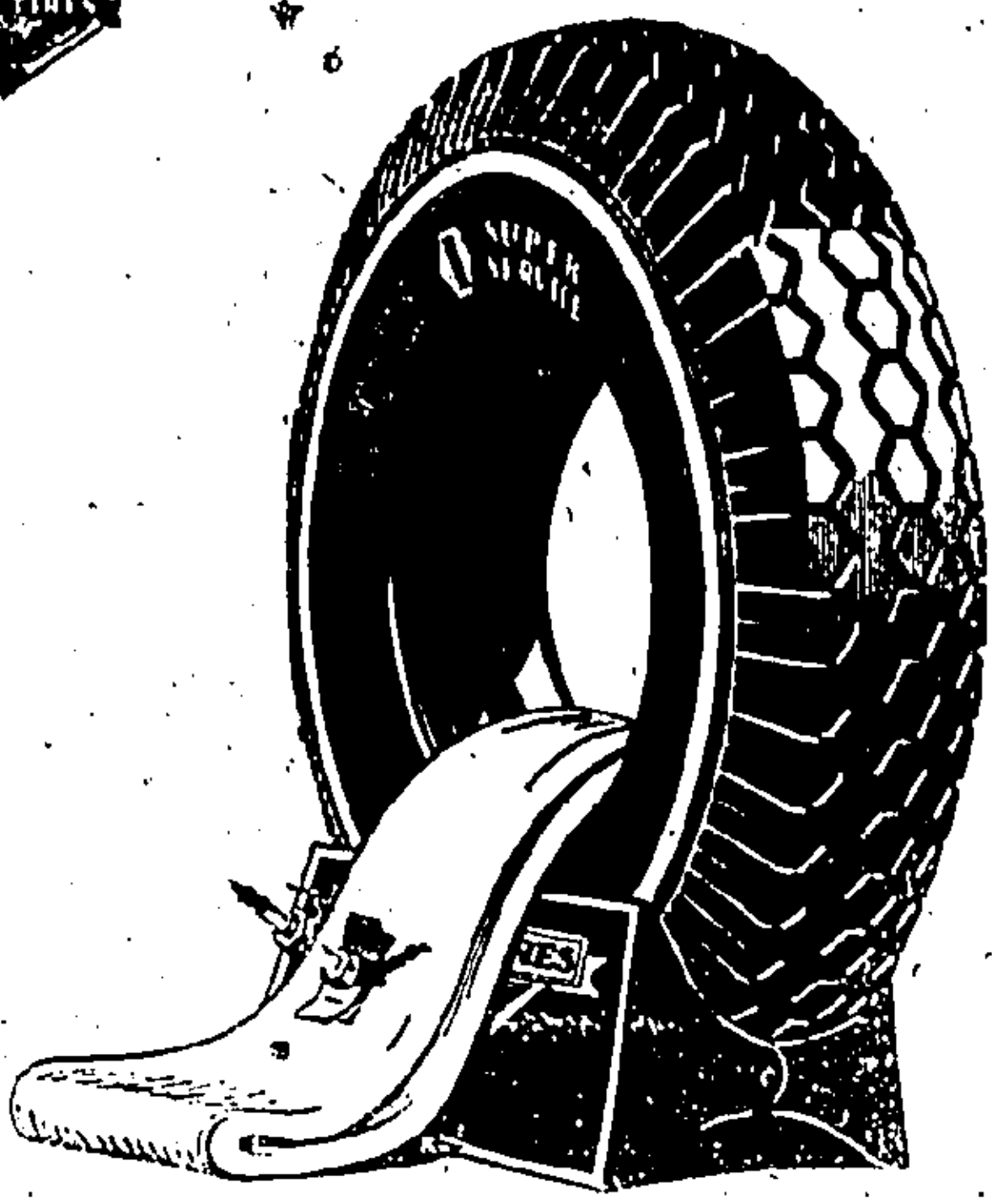
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1929 CAR OUTPUT

OUTLOOK FOR AUTOMOTIVE INDUSTRY
DURING LAST SIX MONTHS

Detroit, July 6. Opinions differ widely as to the outlook for the automotive industry in the last six months of 1929, a subject which is receiving a great deal of discussion at the present time, according to B. H. Cram, president of Cram's Automotive Reports, Inc., industry authority. There is a feeling that the industry has gone too far in the first half year, both as regards sales and production. Sentiment follows the line of thought that the market, in absorbing a record number of cars, has exhausted its possibilities and that the demand from this time forward will be a sharply declining one, far below the levels established earlier in the year.

Runs Too High

Production, it is said, has been maintained at a rate entirely out of proportion to even the record sales volume, with the result that the industry is heavily over-produced, and a sharp curtailment will be necessary to clean out the stocks of cars now on hand, let alone the necessity of abandoning the aggressive schedules which have been in effect earlier in the year. This matter of over-production has been discussed at length by Cram's Automotive Reports previously, and it would be only a matter of repetition to go into the subject again at this time. It is only necessary to point out that in the opinion of Cram the danger of over-production at the present time is greatly exaggerated.

Accepting this premise, the problem of production can be disregarded, for it is unlikely the output in the forthcoming period will be greatly out of line with domestic retail and export demands.

The whole matter rests, as seen by Cram's Automotive Reports, on the question of whether or not the record sales of recent months have exhausted the public's buying power. First of all, in the case of ordinary conditions the market is capable, so far as is known, of consuming far more cars than have

been sold in any previous year. Accordingly, the consumer market during the next six months is potentially able to buy as many and probably more cars than in the corresponding periods of any previous year.

Note Buying Power

However, before it can be definitely said that such will be the actual trend and capacity of the market, it is necessary to examine those factors outside of the industry which have either a positive or negative effect on new car sales. Briefly, all of these factors can be combined into one classification—buying power.

The automobile industry in itself is a powerful factor in the creation of domestic buying power. Being, as it is, one of the largest ultimate consumers of raw and semi-finished materials and one of the largest employers of man power, its effect on American business is not over-estimated. Accordingly, the high rate of operation which the industry maintained in the earlier part of the year brought prosperity to a widely varied range of industries and to untold numbers of individuals. The buying power thus created through this prosperity comes right back into the automobile industry, giving the whole course of business the aspect of a beneficial circle.

What is there at the present time in the American business picture to suggest that this circle has been broken? Basic industries are sound. Steel output, despite some seasonal trend, is still high. Carriers are prosperous and the agricultural situation, while not at its best, is fairly strong and should release a flood of buying later in the year. Industry has not yet felt the pinch of restricted credit, with plenty of money available and no indication of any unusual tightening in the near future.

In other words, business generally is in as fundamentally sound a condition as it was in the first part of the year. The ability to buy has not been curtailed and certainly the desire to buy has not diminished.

Actual purchases of new cars have admittedly declined somewhat in the last 30 days. That is no cause for alarm. Likewise, sales will continue to drop during the re-

FRONT DRIVE CAR

TEST BY PUBLIC WILL SHOW IF STYLES ARE FEASIBLE

(By Al Parmenter)

Los Angeles, July 18. How will you have your car? Do you wish to be pushed or pulled?

This choice will be offered automobile buyers immediately with the advent of the front-wheel drive, a new departure from the conventional rear-wheel drive that has come as the result of work by a Los Angeles engineer, Harry A. Miller, who has successfully developed the drive for racing cars and now has adapted it to use in pleasure cars for an eastern manufacturer.

For many months the Auburn and New Era companies have been developing and testing front-wheel drives and both are ready to offer their cars for sale. They will be known respectively as the Cord and Ruxton. The cars will probably be in local showrooms within three weeks.

Both are eight. The Cord will have a 107-inch wheel base and the Ruxton 130 inches.

The coming of front-wheel drive is not a possibility, it is now a fact. Will all other or the majority of all other makers adopt it? Will all the motorists of Los Angeles to-morrow use a front-drive?

If they do, Los Angeles will have had more to do with the development than would be suspected.

Miller was mentioned for his part before E. L. Cord is president of Auburn. He is a Los Angeles product and now highly advanced above his first status here as a grease boy in a garage.

The Ruxton, A. M. Andrews, president of New Era Motors, the makers, has a home in a Los Angeles suburb, Altadena.

Test in Los Angeles

And the place that will be watched first and most carefully for the reaction to the new style will be the Los Angeles area. It is the crucible. Studebaker, General Motors, Chrysler—probably every maker has taken talent from Los Angeles for executive positions in their factories to show the way in automobile construction for where Los Angeles motorists have led the majority of the world's automobile makers have found a preference in motor car taste.

What about the universal use of front-wheel drive? The answer to that question cannot be given. Opinions may be expressed.

A safe statement is that if they are universally adopted it will be a long period before they are in a majority. If they gain a majority or approach it the change-over will then become a landslide in its rapidity.

Universal Use Possible

The officials of the Miller plant and Harry Miller in particular are first entitled to an opinion of the probability. The statement comes from them that the front drive is feasible for not only the \$3,000 and \$4,000 cars on which they are about to appear but are just as feasible for smaller cars, cheaper models, and volume producers. The statement is made that they are safer at high speeds, the tendency being for higher speeds, are safer while turning, allowing higher speed in turning, and gain power through pulling rather than pushing.

The power unit is compact and allows less unsprung weight—a factor in driving comfort, especially in rough travel.

The first speaker for the present advocates of the conventional type is Col. Vincent, Packard vice-president. A wire dispatch to the "Times" from Detroit is quoted:

"Col. Vincent was asked to discuss front-wheel drive and the chance it is to have in cars for next year and those to follow. His answer was based on an examination and trial of a front-drive racer he made in 1925, after he had bought for the Packard company the front-drive Miller car which scored a near victory in the Indianapolis race that year. This car came in second, the closest any front-drive ever came to winning on the Indiana speedway test."

Col. Vincent said the front-drive principle for passenger cars work might prove of some value to the sport-car division of the business, but that its possibilities were pretty well limited to that field. Such cars built for passenger work require ten to 12 inches more wheelbase than the rear-drive cars. Col. Vincent said, and their turning radius is lengthened in greater proportion than that because there is so much linkage to "cramp" in turning. The short-drive shafts in front and their angularity make the engine exert four or five times the torque or twisting force exerted by the rear-drive engines.

"Reasons like these, Col. Vincent believes, limit the scope of front drive to the larger wheel-base division and cut it off from the small car field therefore volume output. He concedes the factor of safety in turning due to less likelihood to skid, but he questions front-drive ability to cope with rear drive in either hill climbing or in travelling rough or tortuous roads."

ROAD WORK

On the provincial road system in Alberta, 1,140 miles has been brought to grade and provided with culverts, 827 miles given one or two courses of gravel, and 41 miles given clay, shale and other surfacing. Grading has averaged 38 per cent, miscellaneous 10 and 5 per cent, and drainage 12 and 6 per cent.

maining months, and that fact as well does not in any sense of the word imply impending disaster. A seasonal trend, apparent in every other year of the industry's history, will unquestionably make its appearance this year. But at the same time the volume of business for the remainder of the year, quite logically, be thoroughly proportioned to the operations in the first six months of 1929.

GLASS

FOR FORD AND LINCOLN CARS

Glazing all the windows of a city of 31,000 dwellings every year is a mighty task but to the Ford Motor Company the production of that much glass is only an incidental item in the construction of automobiles.

Every year the glass factory at the River Rouge plant of the company at Dearborn, Mich., turns out about 13,000,000 square feet for our windows and windshields. Yet that plant is but one of three making plate glass for Ford and Lincoln cars.

To produce that quantity the Ford Company each year digs a hole in the ground equal to 110 feet deep, 110 feet wide and 110 feet long for the 120,000 tons of raw materials needed, equal to a mound of the same dimensions.

Those quantities are based upon a production rate of 41,000 square feet a day, the normal. Every fifteen minutes the furnace tanks are fed a new batch making a total daily consumption of about 372 tons of raw materials.

That rate of consumption means a daily ration for furnaces of 60 tons silica sand, 19 tons of soda ash, 18 tons limestone, four tons salt cake, cullet, charcoal and arsenic. For grinding and polishing the machines use 230 tons of grinding sand, 14 tons of stucco, 14 tons of garnet and a ton of rouge every day.

FORD PLANS

CONTRACTS FOR FACTORY AT LONG BEACH

Detroit, July 25

Edsel B. Ford, President of the Ford Motor Company, announced before leaving for Europe, that contracts have been let for a new Southern California assembly plant, docks and transfer warehouse. The new plant will be erected on a 40 acre plot of ground opposite Terminal Island, at Long Beach Harbour, which opens into the Pacific Ocean.

There will be a slip and reinforced concrete dock 500 feet in length, with a two storey transfer warehouse alongside. Mr. Ford stated that work will start at once and will be rushed along as rapidly as possible. It is expected that the plant will be in operation early in the spring of 1930.

Latest Ford Type

The plant, designed by Albert Kahn, Inc., Detroit architect, will be of the latest and most modern Ford type factory construction, with the latest conveyor and dock equipment. It will consist of two units, a single storey assembly plant, 920 feet long, by 300 feet wide, with a single storey office building, and the two storey transfer warehouse, which will be 440 feet long by 86 feet wide. The total floor space will be in excess of 350,000 square feet.

All assembly plants built by the Ford Motor Company within the last few years have been of the single storey type, designed to give a maximum of light and air. The warehouse will be so constructed on the dock that it will permit discharging cargoes from ships direct to the floors of the building. Through the use of cranes and specially designed conveyors, loading and unloading of ships will be accomplished mechanically, eliminating all hand trucking of materials.

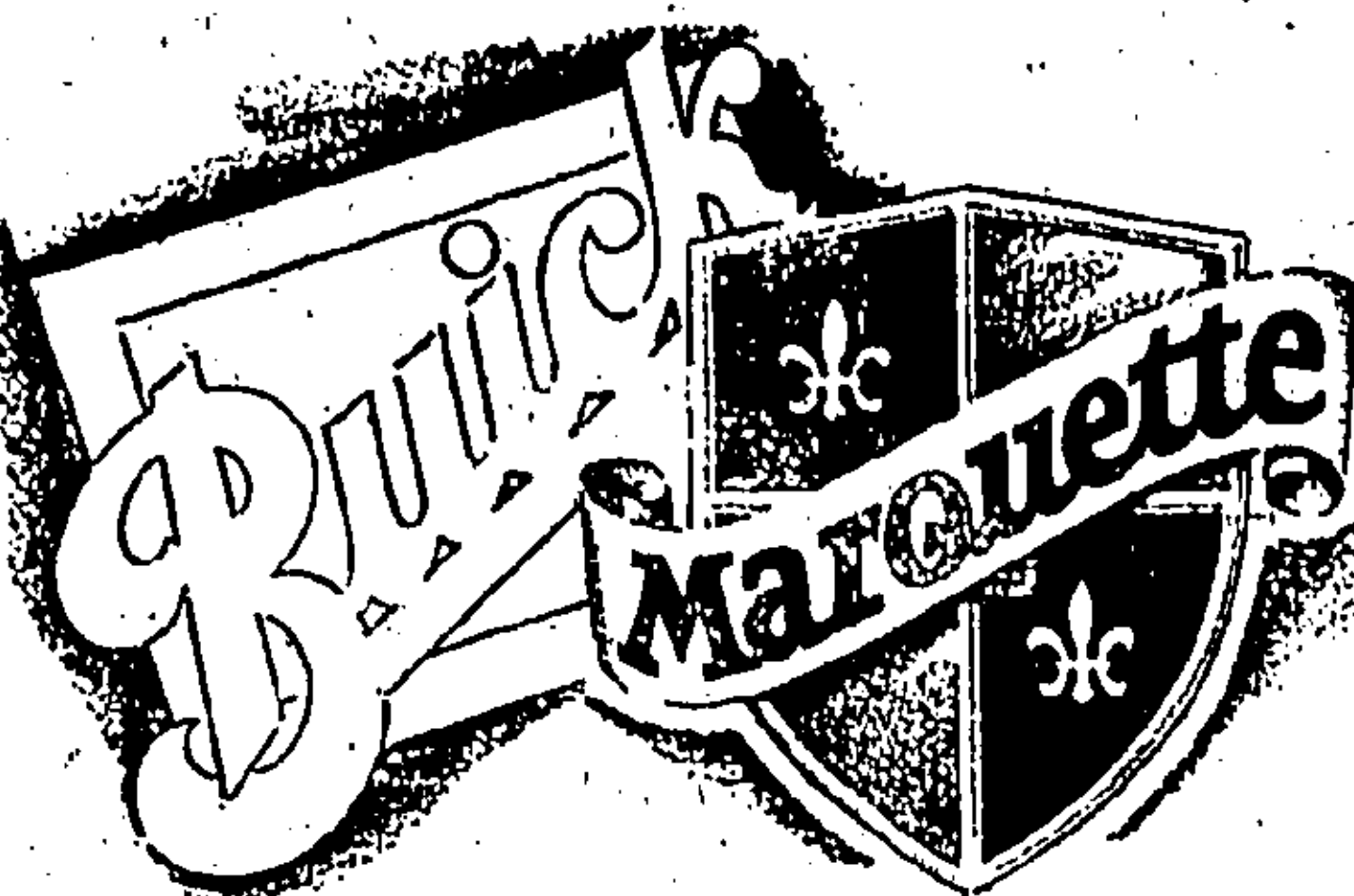
Shipments by Water

Shipments of car and truck parts for assembly at the new Pacific Coast plant will be made largely by water from the Ford Motor Company plants at Kearny, N.J., and Chester, Pa., on the Atlantic seaboard. The cargoes will be carried in Ford owned boats, down the Atlantic, through the Panama Canal and up to Long Beach Harbour. As has been customary with Ford shipping in Ford boats for the last few years, materials will be shipped loose, thus eliminating cost of crating and boxing.

The plant is also on the line of the Union Pacific Railway, giving it excellent railroad connections.

The Ford Motor Company bought the property some time ago from the Union Pacific Railway. Since that time the property has been filled and a channel dredged to a depth of 32 feet. The plant is required to take care of the increasing demand for the new Model A Ford car in the Southern California territory. The company's present Southern California plant, located in Los Angeles, is no longer adequate to care for the heavy demand for Ford products. It will be discontinued when the new one is completed and occupied.

While the plan is to use the new plant principally in the supplying of the company's products to the Southern California territory, it is also available for some of the Asiatic business. The plant and equipment will represent an investment of over \$5,000,000.



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1930 MOTORCYCLE

Most of the factories are now busy, says "Motor Cycles," on the new models for the Olympia Show and rumours are current of highly camouflaged new models being tried out in the Midlands. From all accounts it is not likely, the writer states, that there will be any very general diversion from our old friend the single-cylinder engine in 1930. It seems, however, that the trade's first job for next year should be to get down to the standardisation of controls. A schedule was laid down some months ago by the Manufacturers' Union, and it surely ought to be adopted universally for next season's models.

SALES ABROAD

In the first quarter of 1929 General Motors sales to overseas dealers amounted to 54,212 cars, as compared with 50,937 in the corresponding period of 1928. This reduction does not in any sense represent a change in the demand but rather reflects the limitations on production due to an extensive re-vamping of certain of the corporation's models, which condition has also been reflected in the reports covering movement of cars in the domestic markets.

Fifteen volunteers for blood transfusion were at an Edinburgh hospital within a few minutes of the broadcast appeal by the R.B.C.

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The China Mail

Thursday, October 3, 1929.
Ninth Moon, 1st Day.

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HONG KONG, THURSDAY, OCTOBER 3, 1929.

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RADIO NOTICE.

The following is the list of ships expected to be in wireless communication with Hong Kong to-day: Malacca Maru; Hong-kong; President Hayes; Atsuta Maru; Mishima Maru; Oldekerk; Seangbee; Szechuen; Palling Maru.

INWARD MAILS.

From	Per	THURSDAY, OCTOBER 3.
Shanghai and Amoy	Shanghai	8.15 a.m. Luchow
U.S.A. (Seattle, Sept. 4), Canada, Japan & Shanghai	Shanghai	8.15 a.m. Mishima Maru
Japan and Shanghai	Shanghai	8.15 a.m. Haruna Maru
Australia and Manila	Shanghai	8.15 a.m. Araura
Shanghai and Swatow	Shanghai	8.15 a.m. Sinkiang
U.S.A. (San Francisco, 6th Sept.), Honolulu, Japan and Shanghai	Shanghai	8.15 a.m. President Adams
Manila	Shanghai	8.15 a.m. Empress of Russia
Europe via Negapatam (Letters & Papers)	Shanghai	8.15 a.m. President Grant
London, September 5	Shanghai	8.15 a.m. Antung

OUTWARD MAILS.

For	Per		
THURSDAY.		OCTOBER 3.	
Wei Hai Wei	Shoko Maru	3.30 p.m.	
Shanghai	Rosandra	4.30 p.m.	
Sam Shui and Wuchow	Tai Hing	4.30 p.m.	
FRIDAY,		OCTOBER 4.	
Saigon, Straits, Ceylon, India, Mauritius, E. & S. Africa and *South American Ports	La Plata Maru	9.30 a.m.	
*Manila, Australia (except places North of Brisbane), and New Zealand via Brisbane	Burma Maru		
	(Due Brisbane, 21st Oct.)		
	Registration	Oct. 4, 11.45 a.m.	
	Letters	12.30 p.m.	
Manila, Sandakan, Australia and New Zealand via Thursday Island	St. Albans		
	(Due Thursday Island, 19th Oct.)		
	Parcels	Oct. 4, Noon	
	Registration	1.45 p.m.	
	Letters	2.30 p.m.	
Swatow, Amoy and Foochow	Haiyang	1 p.m.	
Air Mail for London	Haruna Maru	5 p.m.	
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles	Haruna Maru		
	(Due Marseilles, Nov. 8.)		
K.P.O.		G.P.O.	
Registration	Oct. 4, 4.30 p.m.	Registration	Oct. 5, 8.45 a.m.
Letters	Oct. 5, 9 a.m.	Letters	9.30 a.m.
SATURDAY,		OCTOBER 5.	
Swatow	Kwai Sang	10 a.m.	
Japan and Canada	Taihyblys	10.30 a.m.	
	(Due Victoria, B.C., 29th Oct.)		

* Super-subscribers correspondence only.

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IMPERIAL SHRINE

SACRED MIRROR OF JAPAN
TRANSFERRED

A POETIC CEREMONY

Tokyo, Yesterday.
At Ise, in the solemn setting of a giant cryptomeria grove, and to the plaintive wailing of ancient music, with the darkness broken only by the flickering light of pine torches, the Sacred Mirror was transferred this evening to the new Imperial shrine, where it will remain undisturbed till 1949, when a similar ceremony will again take place.

Though only a few hundred privileged spectators were permitted to witness the solemn procession of Shinto priests and Court ritualists garbed in flowing robes of archaic design, tens of thousands of pilgrims from all parts of the country gathered in the neighbouring town in the past few days for the purpose of praying before the shrine to the Sun Goddess, which is the mecca of all good Japanese, while thirty-five warships assembled in the neighbouring bay.

Ancient History

Though the original mirror, which is here enshrined, is reputed to have a history of thousands of years, the ceremony of replacing the resting place and removing the mirror every twenty years originated about twelve hundred years ago. This evening's ceremony marks the fifty-eighth removal.

While the ceremony was taking place at Ise, the Emperor, as spiritual and temporal head of the nation, simultaneously performed an act of "distant worship," facing towards Ise, making obeisance to the progenitrix of Japan's unbroken line of sovereigns. The mirror, a replica of which is kept permanently in the Imperial Palace in Tokyo, except on the occasion of an enthronement, when it accompanies the Emperor to Kyoto, symbolises purity and is supposed to reflect the spirit of the Sun Goddess. It is regarded as too sacred to be seen by human eyes, and is always covered. Not even the Emperor is permitted to gaze upon it.

The New Shrine

The new shrine is always an exact replica of the old one. Every stage of construction, even the selection and felling of the timber, is carried out with elaborate ritual, while the workers are specially selected and undergo purification rites, wearing special garments.—Reuter.

[According to orthodox belief, the Sun Goddess presented the mirror to her grandson, whose great-grandson, Jimmu Tenno, was the first Emperor of Japan. Hence the ceremony of transferring the sacred emblem once in twenty years is regarded as an important national event, requiring the attendance of the Premier and other high officials.]

POLICE SERGEANT'S

DEATH

SAD AFFAIR

NO DOMESTIC TROUBLE AND
"PERFECTLY NORMAL"

JURY'S VERDICT

At the Central Magistracy, yesterday afternoon, Mr. E. W. Hamilton, and a Coroner's jury comprising Messrs. V. F. d'Azevedo (foreman), A. E. Carvalho, and D. F. Lopes, held an inquiry into the death of Detective-Sergeant John Dyerson, of the Hong Kong Police, who shot himself at Headquarters on September 7.

The first witness was Dr. T. W. Ware, medical officer in charge of the Government Civil Hospital. He said that when he saw Sgt. Dyerson at the hospital he had apparently just died. There was a bullet wound in his head.

Later in the day, witness held a post mortem examination and discovered that the bullet had entered in the region of the right temple and had gone clean through the head. His opinion was that the shot was fired from very close range, within a few inches of the temple.

The wound was of the type one would expect to find if a person had shot himself.

Diseased Brain

Dr. Ware added that the shot did not immediately cause death but it would certainly have caused unconsciousness, though the person would probably live for some hours.

On examining the brain witness found that in addition to injuries caused by the bullet the deceased had inflammation of the brain which witness diagnosed to be of a tubercular nature.

He was very much surprised at the discovery as with such a condition of the brain Sgt. Dyerson must have carried on his work while suffering from very severe headaches. This condition of the brain, in witness' opinion would cause intense depression.

By the Coroner: Definitely, while the condition was on, it could affect the sufferer's sanity. If the man had not died from his injury he would undoubtedly have died from the disease. He might have gone on for a week or so, but cases of this disease never recovered. No cure was known. The disease was not common in adults but was found more often in children.

A Powerful Man

Witness added that Sgt. Dyerson was otherwise a remarkably healthy and powerful man in very good condition. On the top of the left lung, there was a tiny patch which showed that in his childhood days, Dyerson had a small tubercular infection. It had completely healed when witness saw it and the lung was normal for a man of Dyerson's age. There might have been an injury to that patch and the blood stream might have got to the brain. Witness felt certain that there was something seriously wrong with his brain, though he would probably not have known its nature. The pain must have been intolerable.

Comrades' Evidence

Sgt. C. Mottram, who lived in the same room as Dyerson in the

BRITON'S FATE

PEKING MANAGER BEATEN
BY COOLIES

SHOCKING INCIDENT

Peking, Yesterday.
Mr. B. C. Hale, the British manager of Messrs. Thos. Cook's Peking office, was this afternoon badly beaten up by ricksha pullers, who invaded his office in the Peking Hotel and dragged him out to the street.

It appears that the trouble arose through one of Messrs. Cook's guides decamping with the money with which he should have paid the pullers for carrying a party of tourists, whereupon the coolies revenged themselves upon the innocent Mr. Hale, who is suffering from severe kicks on the body.

He was finally rescued from about twenty coolies by the hotel manager.—Reuter.

Central Police Station, said: that by 11.30 p.m. on September 6, the deceased was in bed and he appeared to have slept well. He was normal in every way. On one occasion he had complained to witness that he had sent the "boy" out for aspirin and had been brought the wrong kind.

Perfectly Normal

Speaking about the morning of September 7 witness said that at 7.45 a.m. Dyerson was reading a newspaper and read some extracts to witness. He appeared still to be perfectly normal. The deceased shaved and then at 8.45 a.m., he went to the bath-house. He was fully dressed except for his coat.

Sgt. Davis stated that at 8.55 p.m. he went to the European lavatory. He heard a sound like someone groaning, and looking towards the compartment for which it came he saw blood running from underneath the door. Witness then lost no time in sending for Sgt. Nolan.

Found Dying

Sgt. Nolan said that when he got to the lavatory he found there was apparently somebody lying against the door. He entered the adjoining cubicle and climbed over the top. Then he saw deceased on the ground, doubled up with his right shoulder against the door, and facing downward. A revolver was loose in his right hand. He did not appear to be conscious. Witness told the mess and then rushed downstairs to inform the Inspector-on-Duty, and to send for the ambulance.

By the Jury: European members of the Force kept their own revolvers and it was not uncommon for them to carry a revolver even when off duty.

Chief Detective Inspector Reynolds also gave evidence of finding the body. The revolver was of the Service type and had been issued to the deceased. Dyerson was wearing a belt with a holster attached.

Rushed to Hospital

On "breaking" the revolver witness found that one round had been fired and an empty .38 cartridge was found outside the passage of the lavatory.

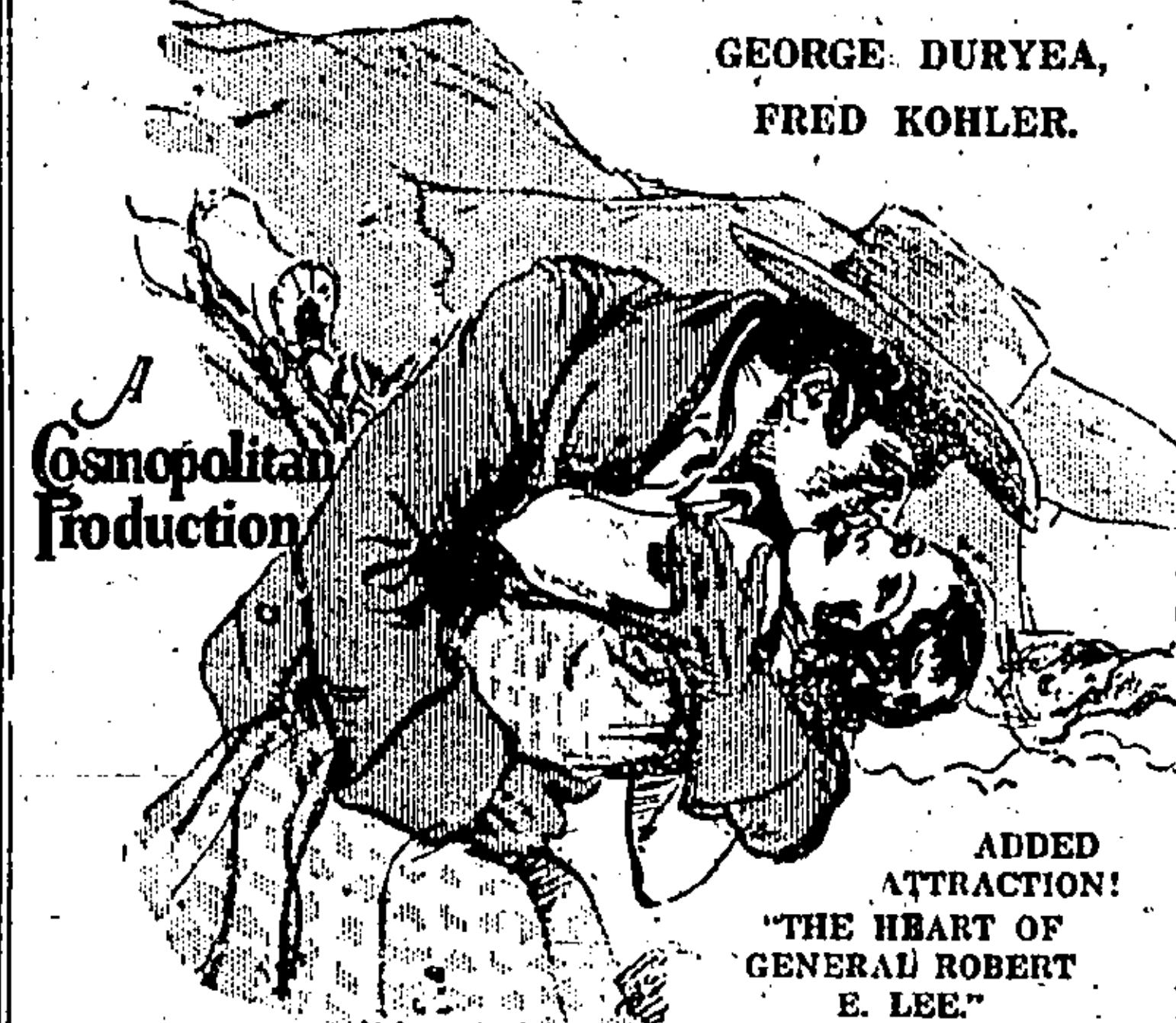
Dyerson was carried out of the lavatory and laid on a blanket. Dr. A. Cannon then arrived and first aid was applied according to the doctor's instruction. On the arrival

(Continued on Next Column.)

PETER B. KYNE'S TIDE of EMPIRE

with RENEE ADOREE.

GEORGE DURYEA,
FRED KOHLER.



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AND DESERT LAWS AND WON
FROM THE TOILS OF THE
HAREM THE GIRL OF HIS
CHOICE A FLAMING ROMANCE
OF THE SAHARA.

TO-DAY TO SATURDAY.
2.30, 5.20, 7.15 & 9.15 p.m.

AT THE

MAJESTIC

NATHAN ROAD, KOWLOON



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